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THE SPHERE

Vol. CXXXV No. 1760 WITH WHICH IS INCORPORATED THE GRAPHIC OCT. 14 1933

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Volume CXXXV No. 1760

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, October 14, 1933

BIG GUNS IN THE AIR

On the Firing Platform of the First Service 'Plane to Carry Heavier Armament than a Machine Gun

The problem of adequate aircraft armament has for years troubled British designers who until recently had found that it was not possible for service aeroplanes to carry anything more weighty than a machine gun, owing to the magnitude of the recoil. The latest experiment to combat this difficulty is being tried out on the new Blackburn Perth seaplane which is likely to be stationed at Malta. As the above picture shows, this up-to-date machine is equipped with an automatic quick-firing gun. This is set on a rotary mounting on a platform in the bows, has an effective range of approximately 1,500 yards, and can release five shells in four seconds. Such a performance, although creating a temporary reduction in speed, is not considered likely to damage the 'plane, its sturdy build and great weight being well adapted for receiving the shocks of each discharge. In theory the effect of the gun's recoil does not have an unduly adverse influence on marksmanship, and if, in practice, this should prove to be the case, there is no doubt that this type of armament will be the forerunner of others even larger and more elaborate. Meanwhile the experiment is being watched with the keenest interest by aircraft designers throughout the world

Postage—Inland, 1½d.; Canada and Newfoundland, 1½d.; Foreign, 3d.

AN OLD SUSSEX LANDMARK RESTORED TO ITS FORMER GLORY: The scene beside Chailey Windmill (illustrated in a recent issue) in the grounds of the Heritage Craft School for Cripples, taken just before Princess Alice Countess of Athlone restarted the sails last week. The previous mill was severely damaged in a gale some years ago

A LONDON NE

346, STRAND, W.C.,
Wednesday, October 11, 1933.

DIVIDED WE STAND.—

The tumult and the shouting dies; the annual conference of the Socialist Party is at an end. It opened in statesman-like dissension and closed in business-like composure. The great revolt ended, as such promised thrills are apt to end, in bathos, bathos at least to those who fear or hate Socialism. Sir Stafford Cripps' lightning remedy for the nation's malady was neither rejected nor accepted. Before the party can put it in the forefront of its programme, it asks a little time to examine its components. There is sense in this. It has taken a thousand years to reduce us to our present state, and it is doubtful if even a very clever and confident young practitioner can cure our ills with a prescription so hastily thrown together. That is, of course, to assume that our disease is diagnosed beyond doubt, that it is a mortal disease, and not a mere state of suspended good health which will yield to time and careful nursing, without the application of sharp instruments or bitter potions. There is no evidence that the doctors are agreed on this vital question. Capitalism (as it is called) is not in every dictionary of medical diseases. Many experts regard it, properly nursed, as a synonym for national health. No one who attended the Socialist Conference holds that view, of course; but many level-headed Socialists, who lead the party, are slow to swallow quack remedies even for their country's good, and still believe that constitutional means are the most likely to produce at last the ideals of Socialism. Because, after all, panic must be avoided, at least until you are sure of a vote-majority. If you advertise in advance your intention of nationalizing the citizen's bank balance, you are likely to suffer the fate of Old Mother Hubbard, and find that the cupboard was emptied overnight, and no bones remain to be nationalized. It was a misfortune unforeseen and not welcomed that the nation's half-year balance sheet should have been published in the very middle of these grave deliberations. It was rather like the patient interrupting a consultation of specialists attending his death-bed, and inviting any three of them to a set of lawn-tennis. It clearly suggested that Cripp's Lightning Cure should not be swallowed incontinent, and that at least it were wise to see how the cat jumps in six by-elections

SEEKING A POLICY.—

If party politics are to continue, parties must furnish themselves with policies, and the Socialists are in labour to bring one forth. To the man in the street it is a piquant situation. The Socialists went bathing in the Dead Sea, and down swooped the Nationals (or, as some people prefer to call them, the Conservatives) and stole their clothes. The National Government has embraced every article in Socialism's original charter, and it and earlier Conservative Governments have gone some way already to strike off, as achieved, a fair proportion of the agenda. The remainder the National Government openly espouses and ensues. The programme discussed last week at Birmingham proves it to the hilt. Robbed of its clothes, Socialism emerges dripping and naked and seeks to weave cloaks from sand and seaweed. If we were living a century ago, when "party" mattered more than country, one would say: "Pick up the Conservative cast-offs! Turn Tory!" When the Regent dished the Whigs, the Whigs dropped the Regent and backed Caroline, and the Tories took over the Regent. To-day the Tories have adopted Socialism; let the Socialists turn Tory! But, of course, nowadays politics are pure, and country comes before party. So Socialism has to be strained to cover both parties. But why with only one policy must there be two parties?

AT THE ALBERT HALL.—

If I so much as refer in print to Professor Einstein or the measures set on foot for the relief of Jewish refugees, I am assured of punishment. A single-idea-d gentleman, living in North London, floods me with anti-Jew pamphlets — his own vigorous writings privately printed for the enlightenment of the blind like myself, and heavily underscored where passages are very purple. Well, I must risk it. For that Albert Hall meeting was as remarkable a gathering as that domed roof ever covered. I suppose no foreigner yet received such a welcome here—Foch went near it, but it was a different kind of welcome. Perhaps Garibaldi produced much the same sort of effect as Einstein. He spoke in English, he was often inaudible, he spoke to my mind somewhat round the immediate point. But he spoke with wonderful calm and dignity and without passion, and the kernel of his wisdom was in one sentence which hit every man and woman between the eyes: "Liberty, without which to a self-respecting man life is not worth living." We are a self-respecting nation, and always we have felt that passionate love of liberty have loathed oppression and hate injustice. Sometimes we trample o liberty without quite knowing we d so; sometimes we let class or par hatred obscure the ideal we sti cherish. At the worst of our clas hatred, we passionately desire that dust and dustman shall under the existi law (until we can alter it), enjoy the rights to liberty of thought and acti and keep their privileges unhampere And at the height of our religious political animosity, still at the botto of our hearts we turn in revolt from th ultimate petty revenge, persecution, a deprivation of liberty. Einstein at th packed meeting stood for the individu unjustly persecuted, for liberty betraye He was a symbol, not a personali there. There were other apt, since speeches. The Bishop of Exeter ma one, so did Sir Austen and Le Buckmaster, and Commander Loc Lampson, Einstein's chaperon, w terse, trenchant, and witty. There w no organized opposition, no half-wit shoot off a pistol. We are not a ra given to half-wit acts of assassinatio We know how fatally such shots bound to strike the cause we maintai We loathe tyranny, we passio ately love liberty for the indi dual, and we showed feelings. And n for my pamp leteer

UNIFORM AND UNISON: Members of some of the seventy-five Masonic lodges singing a hymn before the laying of the foundation-stone of the new Sussex Eye Hospital building at Brighton. The ceremony was performed by Major R. L. Thornton, Provincial Grand Master

CHEAPER THAN BATTLE-SHIPS.—

The observations recorded during the recent naval manœuvres in Scottish waters are being carefully arranged, and we are not likely to hear much about them for some time to come. It is common knowledge that the success of aircraft against warships exceeded all expectations. In the simplest language which laymen can understand, two methods of attack were tried. First, the attack

CARLISLE'S play b Mr.

SLETTER

at close quarters (i.e. from a very low altitude) by a single machine; secondly, a rain of projectiles released from a number of aircraft at a very high altitude. In each case the results were very satisfactory, but it is believed that the percentage of hits by a single machine at a low altitude astonished the experts. The battleship was proved to be hideously vulnerable. A single battleship costs about £7,000,000 to build and a king's ransom a year to keep in commission. Twenty air destroyers could be maintained for the money which goes to commission a single one of their victims. The policy of concentrating on cruisers and aircraft is gaining ground even in naval circles. But such tremendous changes in naval construction policy are not lightly effected. The most trivial changes must wait on the question of World Disarmament and, as for such a vital one, it is doubtful indeed if it could ever be accomplished until the present blue-water staff is replaced by a Ministry of Defence combining the best brains of the three Services.

THE CONSERVATIVE CONFERENCE AND INDIA: Viscount Wolmer addressing the gathering in Birmingham Town Hall during his rousing speech on the White Paper proposals. He urged that the fears felt by the Conservative Party regarding these proposals should be conveyed to the Joint Select Committee. During a confidence motion at the end of the debate 737 voted for and 344 voted against the Government's policy. There were 121 abstainers

A BRAVE MAN.—

The [illegible] of Mr. P. J. Griffiths, I.C.S., deserves to be recorded as [illegible] who is prepared to risk his life to preserve the honour of the British in India. He is [illegible] appointed magistrate at Midnapore. He succeeds Mr. Burge, murdered last September, who succeeded Mr. Douglas murdered in 1932, who succeeded Mr. Peddie murdered in 1931. His own assassination has already been prophesied on placards. Midnapore is one of the three worst districts in India. Here the strain and responsibility thrown upon the police are almost unbearable and not likely for some time to be alleviated. What would you? To leave Midnapore without a magistrate is to admit defeat at the hands of barbarism and terrorism. And that was never the British way, and never yet has Britain failed to find in that splendid service a volunteer prepared to risk his life in his country's honour and to maintain order and the law. The folly of assassination as a political weapon is almost the last lesson to be inculcated by education. It is not learned yet in Europe. It could not be expected then to have penetrated to the Thugs of Midnapore, and the whole nation and all that is sane and decent in the many races which compose the Indian Empire will honour Mr. Griffiths and remember him in their prayers.

YOUNG OFFENDERS.—

The long vacation (slightly curtailed) is over and the various courts have resumed their business. There is no vacation for courts of summary jurisdiction; the business of Petty Sessions is continuous. At this moment, all over the country, the magistrates are in conference appointing panels from their numbers specially suited to deal with juvenile offenders under the New (Consolidated) Children and Young Persons Act, 1933, which comes into force on November 1. Briefly, the features of this Act are:

(a) A special "sympathetic" panel of magistrates, youngish for choice but experienced in child mentality, must be elected for a three-year term, from whose number a court of not more than three magistrates must be formed to sit as required to deal with juvenile cases. On the bench there should be at least one man and one woman.

(b) Young persons up to the age of seventeen will be dealt with by this court.

STATESMAN AND BIOGRAPHER: Mr. Winston Churchill, whose first volume of his Life of Marlborough has just been issued by Messrs. Harrap, seen at Kettner's Restaurant last week when he attended a luncheon given by his publisher in honour of the occasion

ILE BAND, which is made up of children between the ages of four and eleven, is to Queen on November 10 at a matinée at Daly's Theatre in aid of the London Hospital. dicks is arranging the programme, while the Marchioness of Carisbrooke is making herself responsible for the care of the children

(c) Children under eight may no longer be brought before a court for any offence.

(d) No newspaper may reveal the name or address of any child concerned in the court's proceedings.

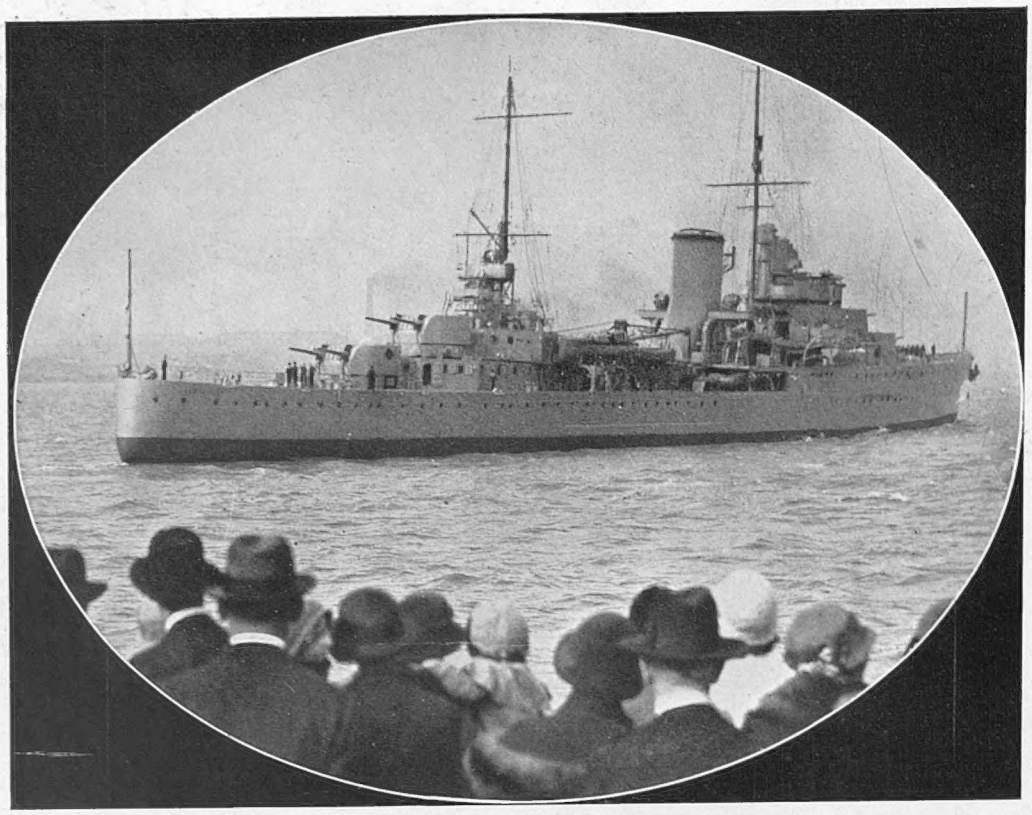
(e) The Probation and the Local Education Authority work hand in glove with the Juvenile Court. The former must study the child's environment so that the Bench may judge the influences at work, and the latter (the L.E.A.) may be made responsible for boarding out the offender.

CURTAILED AT LAST.—

The cutting-down by two-thirds of the length of the Lord Mayor's Show is at first sight a domestic trifle hardly worthy of record among our tremendous political happenings. But to the social historian it is notwithstanding a tremendous trifle. It is nothing less than the breaking of a barrier of tradition which was held impregnable. For centuries this rather shoddy, go-as-you-please procession has dislocated traffic and held-up the business of a working day as it wound its slow way through the City and the Strand amid the humorous and more than half contemptuous comments of the crowd. It survived so long, was held to be unalterable, because it was judged to typify the inexplicable in the British character, to be so much a part of our nature and history as to be beyond the reach of reform. The foreigner gaped at it, the British citizen swallowed it, and as it doddered by, revealed his astounding qualities of patience, tolerance, and love of fair play. He let it pass without throwing bricks at it. And now, after all these centuries, it has been cut to pieces. Henceforth this pre-historic beast will crawl past in twenty minutes. It is the beginning of the end for the Lord Mayor's Show and, I think, for Old England. If the Lord Mayor's Show is vulnerable, county cricket and Derby Day are no longer impregnable.

THE OLD STAGER

HOME EVENTS



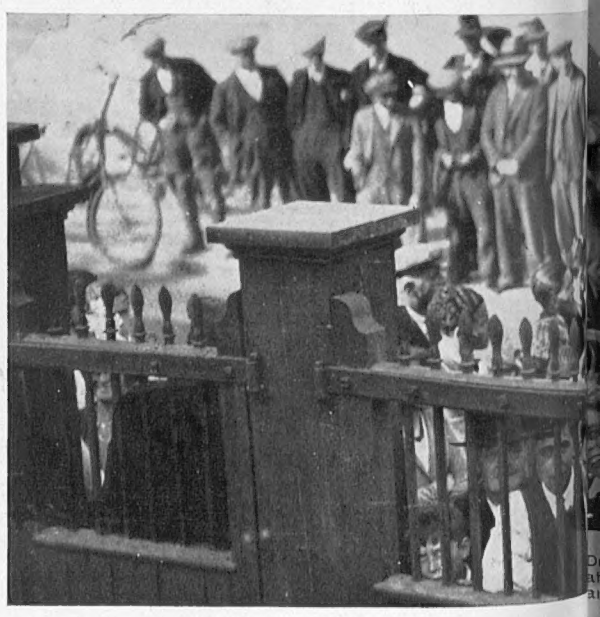
A NEW "WATCH-DOG" OF THE SEAS: Mersey ferry-boat passengers watching the 7,000-ton cruiser *Achilles* as she journeyed down the river from Messrs. Cammell Laird's yards at Birkenhead. After running her acceptance trials she will take up her commission at Portsmouth

PRINCE GEORGE IN NORTHUMBERLAND: H.R.H. inspecting a guard of honour on arrival at Wellesley Nautical School, Blyth, which he visited last week

HATS OFF FOR THE C.-IN-C.: Vice-Admiral E. J. A. Fullerton, C.B., Commander-in-Chief of the Plymouth Station, inspecting some of the 2,000 sailors who were lined up to receive him at the Royal Naval Barracks, Devonport

OLYMPIA IN RETROSPECT: A general view of the Motor Show
the special Motor

SPORT IN THE WEST COUNTRY: Moving between coverts
summer the birds are plentiful and strong on the

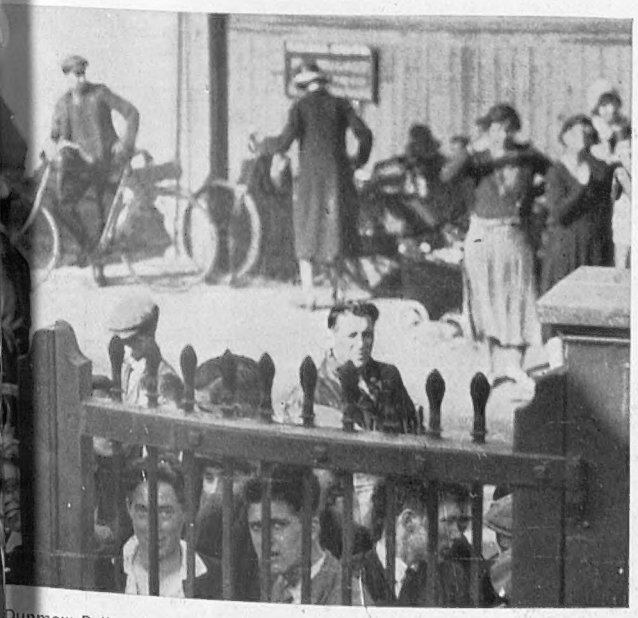


THE END OF A CONVICT HUNT: Sightseers waiting
who had been re-arrested earlier in the afternoon at Fel
five

IN PICTURES

it was in 1907. Compare some of these models with those in Supplement in this issue

pheasant shoot at Instow, near Bideford, Devon. Thanks to a dry and enthusiasts are looking forward to a really good season



Dunmow Police Station, Essex, to catch a glimpse of Stuart Gibbins, after his escape from Chelmsford Prison. He remained at large for and nights

A LAWFUL FIRE-RAISER: In order to save the cost of pulling down the old munition workers' hutments on the Birmingham road, Dudley, the Council has adopted the economic expedient of setting them alight. Mr. J. H. Molyneux, the Mayor, is seen carrying a burning firebrand into one of the huts

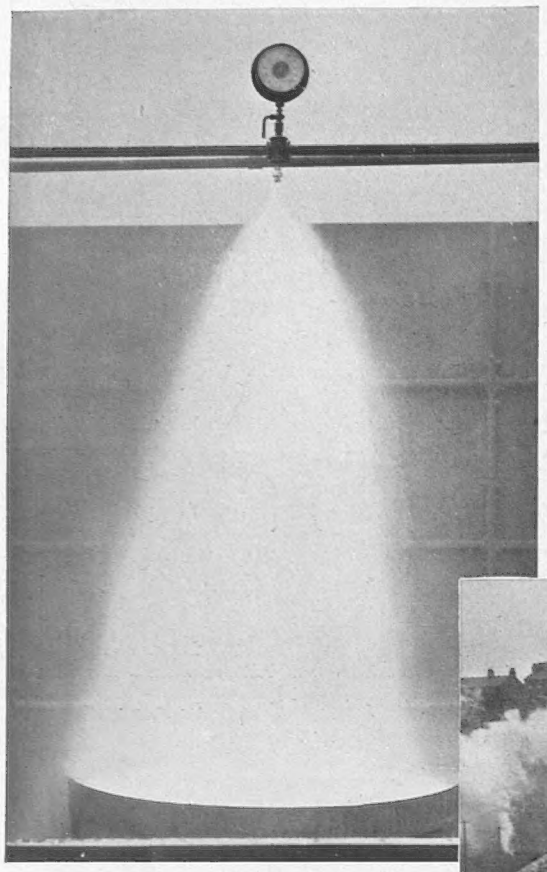
DUDLEY'S GIANT BONFIRE: The crowd watching the burning munitions hutments on the Birmingham road, Dudley. The fire brigade were standing by to prevent the flames spreading to adjoining property

THE PERILS OF WATER-CYCLING: Miss Zetta Hills being rescued from the Thames after falling into the water during an attempt to cycle across the estuary from Sheerness to Southend

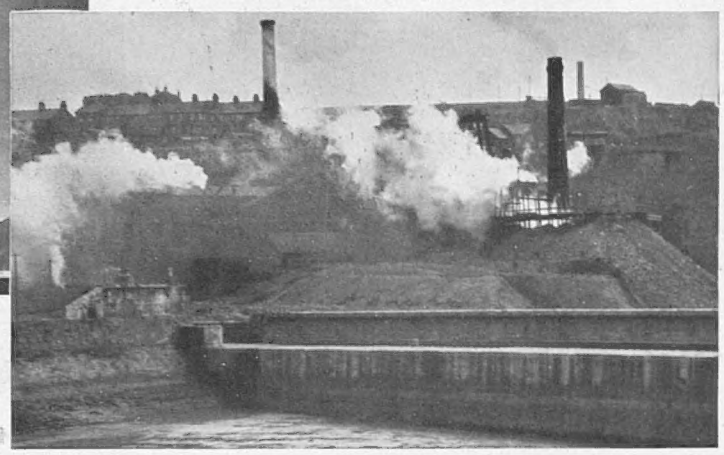
THINGS ARE GETTING BETTER

Definite Signs of Trade Revival which are Further Emphasized by a Satisfactory Increase in the National Employment Figures

By J. BAKER-WHITE



REVOLUTIONIZING FIRE FIGHTING: The seemingly impossible accomplished by "Mulsifyre," which extinguishes burning oil by spraying fine jets of water at high pressure. This remarkable invention was recently demonstrated successfully in the presence of Lloyd's representatives



BACK TO WORK AT WHITEHAVEN: A pit-head scene in the Cumberland mining town where 14,000 men have recently restarted work

In an article in THE SPHERE some eight months ago I ventured to predict a definite improvement in the state of British industry and trade this year. In the past few weeks I have been out to look for confirmation of what the figures seemed to show, namely, that things are really getting better. I have talked with farmers and ironmasters, with shipbuilders and shipping officials, with engineers and Board of Trade experts, with fruit merchants and transport contractors. One and all had the same story to tell. Industry is busier; the wheels of trade are moving more quickly; the public are spending more money. The improvement is small, but it is continuous and cumulative.

Facts and figures tell the same story. It is often said, with a great deal of truth, that if you want to get a proper picture of the state of industry you must study the statistics for the basic industries—coal and iron and steel. The figures for the coal industry are not at first sight very encouraging. Output in August was 13,783,700 tons, or about 172,000 tons greater than in August of last year. Exports were slightly lower at 4,747,500 tons, and 752,922 miners were at work, or 3·5 per cent. less than a year ago. But—and it is an important but—there is a greater feeling of confidence in the coal industry to-day than there has been for a long time. Foreign contracts lost for years are being won back. Shipments from the Tyne and from Blyth are increasing, the production of petrol from coal is becoming a practical proposition, and in spite of the "Indian summer" rail traffic returns show an improvement in the home trade. A straw in the wind is the report from Whitehaven of 14,000 miners re-employed in the Haig and Williams pits. As a leading official in the trade put it to me, "we are looking forward to a better winter than last."

So is the iron and steel industry. The production of pig iron and steel was better sustained in August this year than for many years past. Whereas last year pig iron production declined from 292,600 tons in July to 259,400 tons in August, this year production actually increased from 343,900 tons to 362,700 tons. At the same time the seasonal fall in steel production was only 3 per cent. as against 18 per cent. last year. Average wages in the industry were higher in July than in the preceding months, and on August 26 there were 13·6 per cent. more men at work than a year before, and the number of shifts they worked was 19·8 per cent. higher. In this industry, too, an ironmaster summed up the position to me in one sentence. "In August, 1932, there were fifty-seven British furnaces in blast; to-day there are seventy-three."

From coal and iron to wheat and hops is a far cry, but agriculture is our other great basic industry. I walked five miles with a farmer the other day on his land, and he kept telling me of crops that showed a better return this year. It has been a wonderful season for hops. Good growing weather, freedom from pests, and so little expense entailed in washing, and perfect picking weather. Anyone who has worked in a hop garden knows what the difference between sun and rain means. This farmer picked 306 pockets of hops off 24 acres, a remarkable crop even in Kent in a dry season, and a letter from Worcestershire tells of one of the best seasons in living memory. There are about 6,500 pockets of fine quality hops in the Worcestershire warehouses, 500 more than last year. There is reason to hope that the price will be a good one. America half off prohibition and the rise in the home consumption of beer have increased the demand for hops. Between 1925 and 1929 something like £2,000,000 worth of surplus hops, grown with infinite care and labour, had to be destroyed. In 1931 only 25 per cent. of the crop was sold—at £5 11s. per cwt. In 1932 the whole crop was sold—at £8 11s. per cwt. This year's price ought to be even higher.

The employment figures tell their story. The latest available official figure, that for August 21, shows that on that date there were 9,857,000 insured persons *in work* in Great Britain, 648,000 more than a year before. The number of persons in this country that are "gainfully occupied" is about 15,000,000. When we take into consideration the economic effects of war, consequent depression, crippling taxation, strikes, restrictions, and the increasing number of persons requiring work or maintenance, this is a remarkable tribute to the strength of British capitalism. Nor should it be forgotten that *real* wages reached their peak in 1920, and in spite of the economic crisis the Trade Union Congress Research Department confirms that they have not declined since that date.

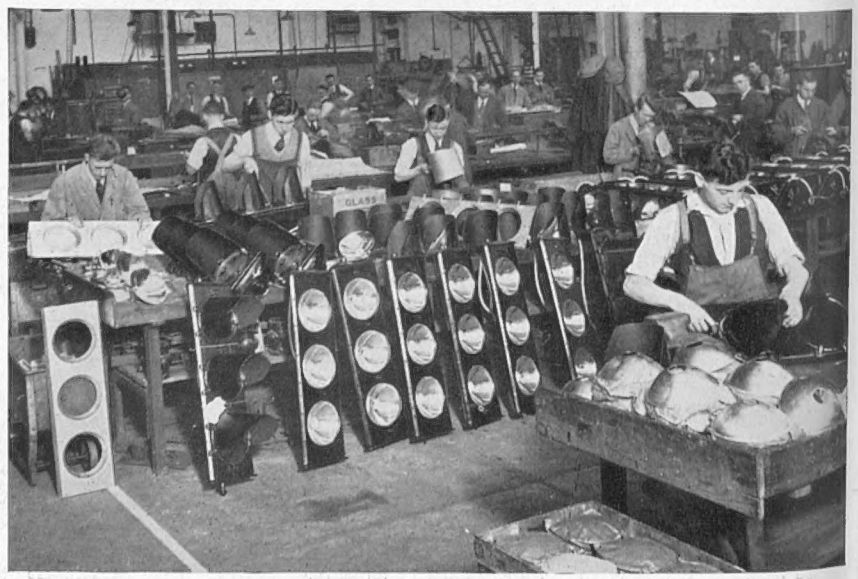
Further proof of British industry's power of resistance to depression is the continual progress that is being made in putting new inventions on the market. A few years ago the scientists attached to one of the best-known firms in the Lancashire cotton industry set out to produce a cotton fabric that would not crease. Now the Lancashire textile industry has taken another step forward by inventing a soft peach cotton-velvet cloth. Behind this invention lie several years of research work to discover a velvet cloth that would be sufficiently thin to replace silk velvet, and wear better and crush less than silk. This new material known as Velvura, and woven at Preston, has been taken up by the leading dress designers, and is declared to be suitable for all sorts of purposes. Lancashire has discovered another new material, known as Grenfell waterproof. Originally it was manufactured at Burnley especially for Sir Wilfred Grenfell's expedition in Labrador, and for the Everest explorers. It is now being made into hats, coats, and gloves for the general market. Its especial virtue is that, though light, it is capable of resisting the worst weather.

The county is setting the pace for the rest of industrial Britain in other spheres as well. At Liverpool the new automatic traffic lights, like those in Trafalgar Square, are being made for export to several European countries. At Manchester they are making double-deck omnibuses fitted with heavy oil engines, which are estimated to save £300 a year on the fuel bill. It is not a Scotch joke that these omnibuses are going to Perth and Aberdeen. At St. Helens plant is being installed for the manufacture of damp-proof transparent wrapping-paper. A Manchester electrical engineer has invented a new material that is non-inflammable and non-conducting, which is claimed to be a satisfactory substitute for wood or metal. It is said to have a greater resistance to fire than even asbestos. It can be made into tilings, walls, and floor boards, and in any colour except pure white.

Another discovery—again by a Manchester firm—is that water can be used to extinguish burning oil. Recently fire-fighting experts and Lloyd's representatives attended a demonstration when a small room was saturated in oil and set on fire. The new apparatus was used, jets of water were turned on, and the fire was out in a few minutes. The new system, which is known as Mulsifyre, involves the bombardment of the burning oil by fine jets of water. The effect of this is to form an emulsion, the oil being broken up into minute particles too small to be seen with the naked eye, but each surrounded by a thin, unbroken film of water.

There are other indications of the improvement in business. The average daily receipts of the Post Office have been higher for every month of this year than in the corresponding months of 1932. Postal traffic is no bad business barometer. In the first eight months of last year "authorized undertakings" generated 7,718,000,000 units of electricity, and in the same period of this year 8,329,000,000 units. For more than nine weeks there has been a steady increase in the railway traffic receipts, indicative not only that the public are spending more money, but also that more merchandise is being moved. Shipping business is improving slightly and there are sixteen fewer ships lying idle in the Tyne than there were a month ago. The motor trade figures are remarkable. In 1924 we exported 15,000 vehicles, in 1932 40,000, and this year's figure is expected to reach 50,000.

Britain, in fact, is proving once again her immense powers of resistance to economic adversity, and we can look forward to the future with the assurance that our industries are better equipped for trade revival and better served by master and man than those of any other country.



MEETING A GROWING DEMAND: Assembling electro-matic traffic signals at the Strowger Works, Liverpool. Many of these are destined for the Continent

NEWS from TWO CONTINENTS

A LUXURY YACHT AGROUND IN THE MEDITERRANEAN: The *Insoumise* in which the owner, Mr. Gordon M. Pyle of New York, and a party of friends drifted ashore near St. Raphael. The yacht is seen firmly wedged among the rocks on the morning following the accident. *Left*—ON THE THRESHOLD OF THE NEW WORLD: John Martin and Hamish Stewart Forbes, who were both at Eton, arriving in New York on the S.S. *Washington* on their way to Laurenceville School, New Jersey, where they have won scholarships

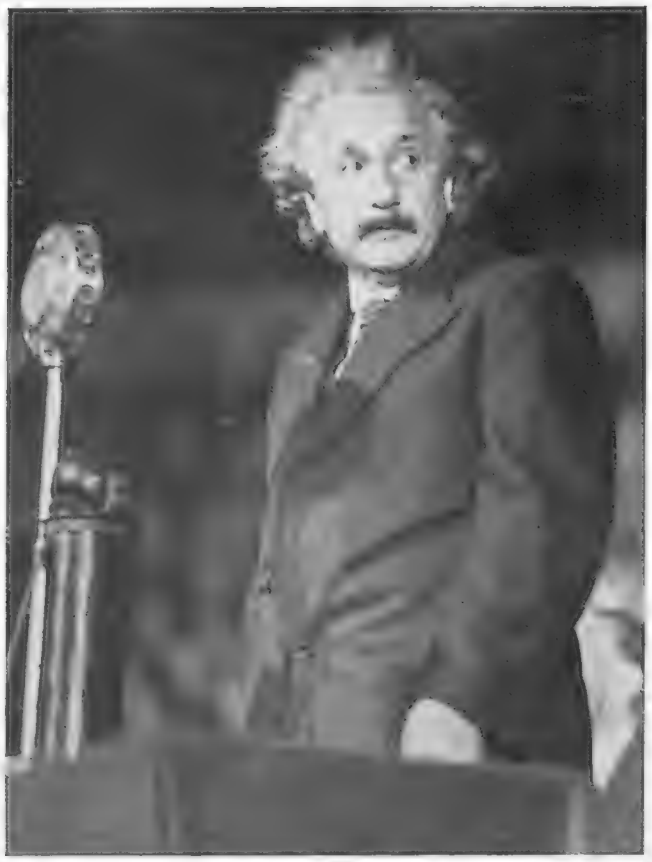
STOCKHOLM SOLVES ITS TRAFFIC PROBLEM BELOW GROUND: The first tramcar to pass through the Swedish capital's new subway. King Gustav inaugurated the service and rode in the car over a section of the line

VINTAGE 1933: A typical "vigneron" helping with the harvest in the champagne country. The grapes this season are considered to be the best since 1926, while records of sunshine, rainfall, and other conditions which go to the making of good wine are almost identical with those of 1921—a vintage year

KEEPING HER LONELY VIGIL: Madame Davin, mother of Guy Davin, the young Frenchman who killed the American millionaire, Richard Wall, waiting at La Rochelle to watch the departure of the convict ship in which her son was being sent to the penal settlement of Devil's Island. Anything up to 500 convicts a year are despatched to French Guiana

GOOD-BYE TO HOME AND BEAUTY: Convicts bound for Devil's Island, evidently shy of publicity, cover their faces as they line the decks of the French prison ship at La Rochelle. Readers will recall Mr. Tuohy's article in "The Sphere" of September 23 in which he discussed the amazing number of escapes from the penal settlements

MASCULINE, FEMININE, AND FELINE



A PLEA FOR LIBERTY: Professor Einstein pausing during the applause which greeted his speech at last week's Albert Hall meeting organized for the purpose of raising funds for the Refugee Assistance Committee. He made a striking plea for intellectual and individual freedom

ENGAGED: Miss Angela Brett, elder daughter of the Hon. Mrs. Brett (better known to the theatrical world as Zena Dare), and Mr. Kenneth Thornton. The bride-to-be is a niece of Viscount Esher

MR. ST. JOHN PHILBY, who was formerly a British official in the East, has become a Moslem and a subject of Ibn Saud. He is one of the greatest living authorities on the Arabian Peninsula. This picture was taken at Mr. Philby's London home before his return to Arabia last week

A WAGER WON: Miss June Meade, author of a book on Mary Stuart, seen in Hyde Park after winning a bet that she would not be successful in dressing the part of the heroine of her biography and riding, without being stopped, the length of Rotten Row

A WEDDING OF THE WEEK: Mr. F. H. Fearnley-Whittingstall and Miss Winifred Chattock leaving St. George's, Hanover Square, after their marriage on Saturday of last week

PATRICK POSES: Miss Langton's "Patrick of Allington," champion of the Blue Persian Cat Society's Third Open Show, and winner of many prizes

EX-KING ALFONSO, who has been staying with Lieut.-Colonel and Lady Janet Bailey at Lake House, Wilts., chatting with another member of the house party before leaving for a day's shooting

HER FACE AND A FORTUNE: Lydia Kyasht, the Russian dancer who is appearing in *Ballerina* at the Gaiety, has had a stroke of luck. A member of the audience, who many years ago saw her dancing in London and was struck by the kindliness of her face, recently wrote to her from South Africa to ask if she would act as guardian to her daughter at a remuneration of £500 a year for life. Madame Kyasht accepted the offer, and is seen in the above picture with her young ward

ARRIVING IN THE NEW FASHION METROPOLIS: Madame Schiaparelli, one of France's best-known dress designers, seen on arrival at Croydon. She is planning to open a salon in the West End

A WORLD SURVEY

...N ROYALTY IN JERUSALEM: The Empress of Abyssinia, who recently paid ... official visit to Palestine accompanied by two of her children and a large ...ite, is seen in white hat and cape taking part in a religious ceremony on the roof of the Church of the Holy Sepulchre at Jerusalem

ELEVEN JAPANESE OFFICERS facing the court-martial in Tokyo at which they were each sentenced to four years' imprisonment for participating in a riot at the time of the assassination of Tsuyoshi Inuaki, a former Premier

JOURNEY'S END: Dr. Lange Koch's expedition ships, *Godthaab* and *Gustav Holm*, seen on arrival in Copenhagen at the conclusion of their Arctic survey trip. During this summer, Dr. Koch and his party have mapped out, with the help of an aeroplane, large tracts of North-west Greenland

THE EMPRESS OF ABYSSINIA LANDING AT PORT SAID after leaving the liner, *André Lebon*. She was met by H.E. Hassanein Bey, First Chamberlain of H.M. King Fuad, who is seen escorting her along the gangway. The Empress later attended a reception held by the Governor of Port Said

BERLIN CELEBRATES THE HARVEST FESTIVAL: A peasant procession passing through the swastika-draped Brandenburger Tor en route for the Lustgarten, where the populace gathered for the annual service

A SENSATION IN PROVINCIAL FRANCE: While Paris is seething with excitement over the parricide of Violette Nozières, the sisters Papin have created intense public feeling at Le Mans where they are being tried on a charge of murdering their mistress, a landowner, in order to gain possession of her property. They are seen standing in the dock at the local assizes

VENICE WATERLOGGED: A picture taken a few days ago when the lowest lying portions of the city were severely flooded as a result of the sirocco driving the sea into the Lagoon

EX-KING AMANULLAH

AFGHANISTAN'S EXILE

An Intimate Study of King Amanullah, the Monarch and Restless Man of Action who Attempted to Westernise the East, and who, Rejected by his Country, is Leading a Life of Inaction in the Suburb of an Italian City

By ROLAND WILD

A sturdy, dark little man paces the markets in the suburbs of Rome. The breadth of his shoulders strikes the onlooker at once. His gait is now slow, now quick, and his eyes are fixed on the ground in front of him. Of all the Royal exiles, fate has used him most hardly—he is Amanullah, ex-King of Afghanistan.

Alfonso of Spain has his polo and his travel interests. He delights in the cultivation of a still greater range of friends. He is at home in all Europe, welcomed in every capital outside Spain.

Wilhelm, the ex-Kaiser, holds a minor court in exile at Doorn. He nourishes the hope that one day he will go back to Berlin. He is politically-minded, and has the intelligence to interest himself in the simple pleasures of the countryside as an alternative to power. These are contented ex-rulers. But Amanullah can never forget the past.

He is not happy in civilized Europe. He does not understand the life and bustle of the busy streets. He misses the great plains and wild mountain ranges of his native land. He was born to roam the wild lands.

Many times he has considered the possibility of interesting himself in a moneymaking proposition in Europe. At one time his heart was set on farming, and he made several attempts to settle down quietly in the Italian countryside. But he found himself unsuited to European methods of doing business.

Another project was an antique shop. How such an incongruous idea came into his head it is hard to say, but he actively contemplated a commercial career in this line. Once more his plans came to nothing. He found himself energetic enough to tackle anything, but lacked the training in European ways.

His energy, indeed, must be one of the chief causes of his *malaise*. He has never been used to an inactive existence. He was a youth of impetuous decisions, tremendous endurance, and restless brain. The suburb of an Italian city is hardly the environment for a hustling adventurer.

His disappointment is further enhanced by the bitterness of what might-have-been. Every morsel of news that comes to him from Afghanistan emphasizes his over-haste. He tried to Westernize the East, and failed. While he is impotent in Rome he receives news that Afghanistan is taking rapidly to the very Western reforms which he himself tried to put into operation.

He pinned his faith on machinery for the Afghans. They rejected him and all his ambitions. He hears now that machinery is revolutionizing Kabul and the life of the Afghan peasant.

He planned a great city in the suburbs of Kabul, the capital. The people rebelled against the project, and sent him and his counsellors packing. He hears now that his former commander-in-chief, now king, is watching the great city of Darulaman rise in the empty plain.

Even his name provokes disturbing memories. "Amanullah" means "Peace of God." He sought peace and uninterrupted contentment for his people. Instead, he led them into one of the most ferocious and bitter racial feuds of all time, all in the cause of advancement. He finds now that his successor, a man of warfare, is pressing on with advancement in every direction, while peace reigns over the whole countryside.

Amanullah has sufficient money for his modest needs. He brought jewels out of Kabul, and was able to sell them at a good price in Switzerland. His wife, Souriya the beautiful, has become an efficient housewife and mother. The woman who was bred to idleness and luxury, surrounded by the multifarious servants of an Eastern royal household, has forgotten her days of triumph, when she captured the hearts of the public in six capitals, and is moulding her life on her Italian neighbours.

Looking back to the unhappy years, what cause can he find for his failure, while his successor in Kabul puts into operation every scheme that originated in his breast? He must blame lack of tact to a certain degree. For he was an impulsive King, and the East is never kind to the impulsive. Would that he had had in his fiery spirit some of the *laisser-faire* of some of those whom he despises!

For Amanullah had little patience with the myths and the traditions of his countrymen. He kicked against the tyranny of the priests, and endeavoured to free the hillmen from the burden they unjustly bore. History has proved that nobody is more resentful than the slave who is freed against his will. And in endeavouring to remove from the Afghan the fetish of a beloved religion, Amanullah deeply offended against many of the cherished illusions of his race.

Should he have known when to stop, then?

He ought to have known enough of the character of his people to hesitate over the urgent matter of the Muhammadan beard. He ought to have known something of human nature before coming to that tragic decision regarding the trousers of the first Afghan members of Parliament. For with my own eyes I witnessed the despondency of religiously-minded Afghans when at the order of the King they were shaved of their holy beards, laid down in the Koran as the necessity of a true Believer, and with my own eyes I saw their shame when they were paraded for the admiration of the world wearing trousers of Western cut and texture. . . .

King Nadir Khan, his successor on the throne of Kabul, would never make a mistake like that.

So it is with an ache in his heart that ex-King Amanullah goes to race meetings, military displays, and athletic meetings. Now and then the Italian Government remembers that there is in its capital a once-famous Eastern ruler. He is given invitations to national celebrations and civic ceremonies. He sees a great nation climbing up the steep slope of progress. Then, more than ever, he must nurse disturbing memories.

He goes picnics with English and Italian friends. He is light-hearted, gay, and sometimes childlike in his happiness. But then the thought of his former sovereignty comes to him, and he must reflect poignantly on the comparison between martial sport in the great plain of Kabul and a picnic with the children in the sunny South.

The life is different, the people are different; he cannot give expression to his ideals and his ambitions. He is a young man still, and a strong and energetic man. More than any other, he might have reversed Kipling's immemorial saying, but it was not to be.

AUSTRIA'S HEIMWEHR LEADER

PRINCE STARHEMBERG

An Interview with Prince Starhemberg, who Joins with Dr. Dollfuss in the Belief that Europe is Tired of Democracy

By BARONESS LILY DOBLHOFF

Prince Starhemberg, having shaken hands with Dr. Dollfuss, has increased his influence in Austrian affairs. At the Heimwehr demonstration on September 28, he, as the Federal leader of the movement, gave his followers a spirited interpretation of recent developments leading up to the decision to enter Dollfuss's patriotic front.

"The era of corrupt democracy having passed, we shall," he said, "rebuild the State from its foundations. If we want to have a generally intelligible formula for our ideas there is probably none better than that we desire to be a Fascist State."

When I met Prince Starhemberg it was not in his Viennese house, but out in the forest. He seems easier thought of as a hunter than as an orator or popular leader. Maybe it is his youth or, more likely, his youthful appearance that creates this impression. With the first word he utters he gets to the point. After some conversation, he said to me:

"All European nations are tired of unconstructive political systems which are unable even to create order. Everybody longs equally for a strong hand and leaders working in the knowledge of which way the country should be guided and knowing the aims to be attained. We want a land guided by a strong hand that will annihilate corruption, and our ideal is a country with backbone."

"The moment the West European countries," he continued, "as well as the U.S.A. are brought to the consciousness that in this land we are extirpating corruption thoroughly, confidence will return again. As many well-known economic scientists have stated, the economic crisis of to-day is chiefly a crisis of confidence. If we succeed in justifying confidence within this land, as well as abroad, Governments will recognize that the time for empty talk has come to an end, that thorough, strong, and incorruptible men hold the reins, and then confidence everywhere will arise anew."

"How do you picture to yourself Europe's development and the position of Austria in that new European system if it is your conviction that all countries are marching towards dictatorship?" I asked.

"It is only by our own efforts, standing on our own feet, that our future will be secured. It would be useless trying to hide our weakness by joining some bigger European group. Every road that does not lead to the resurrection of our own national vitality and to the rebuilding by that force of a better, more hopeful future would lead to naught!"

Prince Starhemberg speaks in a subdued, somewhat monotonous voice, entirely devoid of pathos. Every one of his words is uttered under the control of cool self-command. And nevertheless . . . a fanaticism devoid of the slightest glimmer of a doubt is emphasized in his every utterance. The question "How?" does not seem to touch him in the slightest. The only point of interest to him is: "It has to be! It will be!" He does not ask questions, and he loses no time and strength by anxiety, but having decided on a thing wants only to go and get what he desires.

NORTH OF THE BORDER

WAITING THEIR TURN: Mr. F. Gordon Petch and Lady Nora Jellicoe, daughter of Admiral Lord Jellicoe, on the links at North Berwick

FOLLOWING THROUGH: Lady Nora Jellicoe making a powerful drive at North Berwick—Scotland's ever fashionable seaside resort

THREE CHAMPIONS AT NORTH BERWICK POOL: The Misses Roberta, Jean, and Mary Lyall about to give an exhibition of "graceful swimming" at the final electrically illuminated gala of the season

FEMININE PERSUASION: A young holiday-maker suggests a plunge down the children's water-chute in the shallow end of the North Berwick pool

AT ANGUS COUNTY BALL: Mrs. Bruce Ogilvy seen between dances at Kirriemuir Town Hall

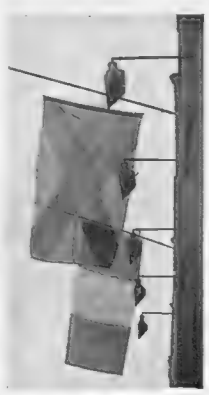
BEHIND THE GUNS AT STRACATHRO: Left to right—Mr. Hugh Campbell, a nephew of the late Sir H. Campbell-Bannerman, Mr. Ian Smith, Scotland's veteran but still flying wing three-quarter, Mr. Daughty, and Judge R. W. Bingham, the American Ambassador in London

IN SOUTHERN IRELAND

A POLITICIAN AT PLAY: Mr. Frank MacDermot, one of the vice-presidents of the new United Ireland Party, seen with his wife at a Dublin race meeting

THE JOLLY FRIAR AND THE GAY LORD MAYOR: The Right Hon. A. Byrne, Lord Mayor of Dublin, and Father Edward, of the Capuchin Friary, take a turn on the swings at Broadstone play centre

BLUE-SHIRTED MEMBERS OF THE UNITED IRELAND PARTY at the grave of Sean Doyle, son of Mr. P. Doyle, T.D., who was shot, according to the memorial stone, by armed forces of the British Crown. Civic Guards took the names of every person who attended



'BLUE SHIRT" FLAGS flying from the party headquarters in Dublin

THE LEGANANNY CROMLECH: Children passing a famous Co. Down landmark. This excellent example, with its capstone firmly in position, stands on Slieve Croob, a hill some five miles from Ballinahinch

"BLUE SHIRTS" ALL: Members of General O'Duffy's recently-formed National Guard who have now joined up with ex-President Cosgrave in a determined effort to form a vigorous Dail opposition. Commander Cronin and Dr. T. F. O'Higgins are in the centre of the front row

GREAT DAMS IN THE MAKING:

DURHAM'S £2,000,000 RESERVOIR SCHEME: Workmen filling and ramming into place the main core of puddled clay which will stretch across one of the Weardale valleys to hold in check the waters of the new reservoir. The embankment is approximately 590 yards long and 130 ft. high

ONE END OF THE CONCRETE CENTRE SECTION OF THE WEARDALE DAM which, sinking into the ground at this point and passing from end to end of the valley, holds keyed into position the main core of puddled clay. This, the engineers state, forms a completely water-tight bulkhead

A GIANT ROLLER passing along the top of the Weardale Dam to crush the earth into position as the structure is gradually built up

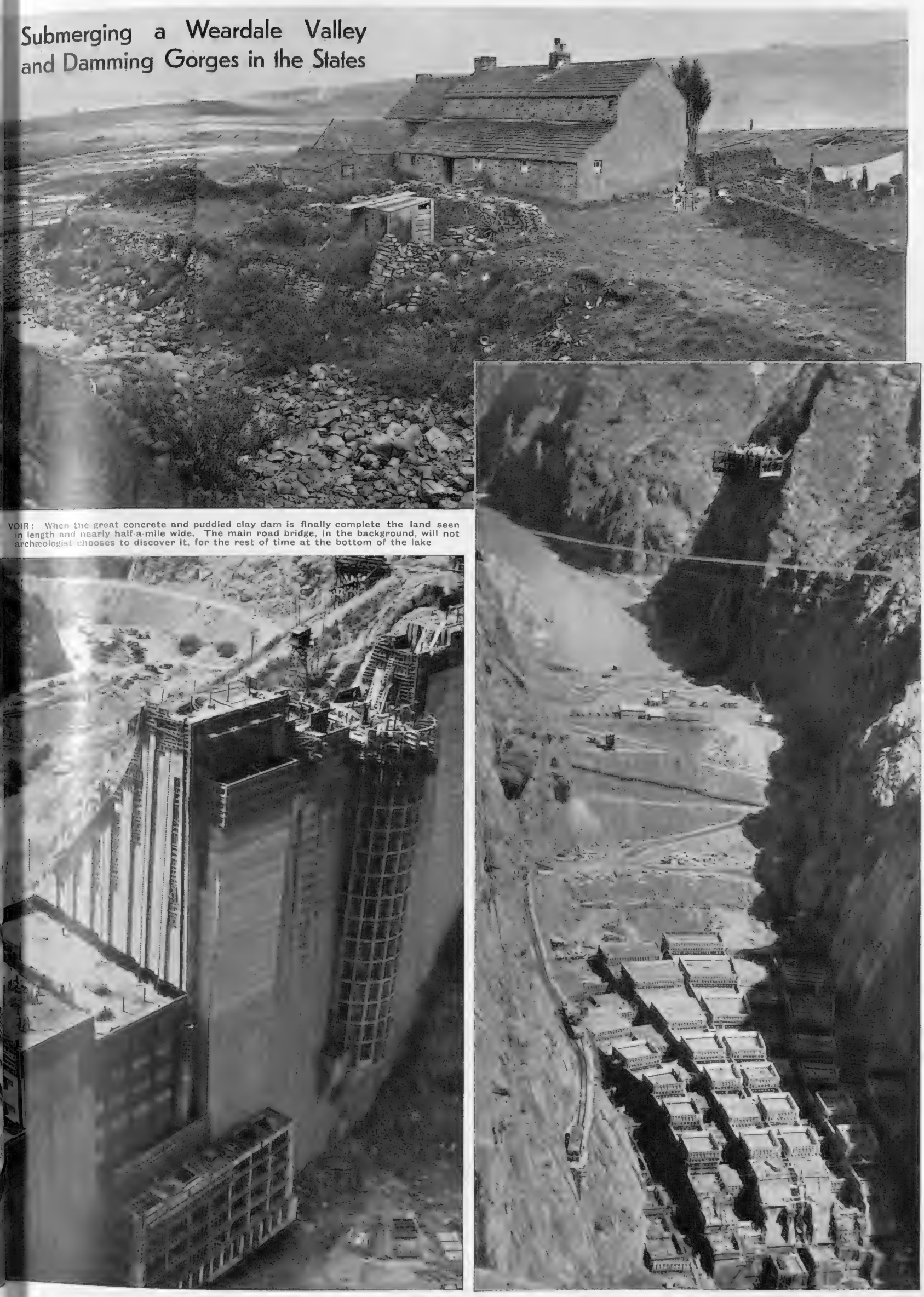
CONSTRUCTING THE CONCRETE SECTION of the embankment

THE WEARDALE VALLEY THAT WILL BECOME A RE VO in this picture will be submerged to form a lake 1½ be demolished, but will lie, unless some f

THE PARTIALLY COMPLETED DAM IN PINE RIVER CANY of water to Pasadena. It is 329 ft. high from foundat delivers mat

A summer, blessed with more than the usual amount of sunshine, has served to bring home to people in the North of England the necessity for an even greater reserve water supply than is at present at their disposal. For nearly three years now work has been progressing in Durham on what will be the largest reservoir in the country. For this purpose a large section of a Weardale valley is to be submerged, and an artificial lake will be created with a capacity sufficient to meet the increasing needs of Sunderland, South Shields, and Durham County. An interesting feature of the work is the great embankment which will form the main barrier at one end of the lake. This has a central core of puddled clay, keyed into position by a concrete wall, and is so compressed that it forms a completely watertight bulkhead. These methods provide a striking contrast to those employed on the Hoover and Pine Canyon dams (shown on the right), where deep gorges involved the construction of giant walls of concrete and masonry and, in one case, the diversion of a great river.

Submerging a Weardale Valley and Damming Gorges in the States



VOIR: When the great concrete and puddled clay dam is finally complete the land seen in length and nearly half-a-mile wide. The main road bridge, in the background, will not archæologist chooses to discover it, for the rest of time at the bottom of the lake

CALIFORNIA, which will create a new reservoir and give a much-needed additional supply to crest, 800 ft. long, and has a maximum breadth of 90 yards. An overhead tramway to the concrete mixers working above the dam

DAMMING THE COLORADO RIVER: A general view from above showing the progress of the building work on the Hoover Dam which, when completed, will help to irrigate a large tract of territory in South-Western America

AIRCRAFT CONSTRUCTION

Some Existing Practices Questioned

A RECENT ADDITION TO THE IMPERIAL AIRWAYS FLEET: A view of the monoplane *Atalanta* showing its enormous wing-span. The engines are so placed that the churned-up air from the propellers, instead of being driven back against the engine mounting, is allowed an almost completely free passage—a factor which makes for enhanced speed and considerable efficiency

ONE OF THE WORLD'S LARGEST AND FASTEST AIR LINERS: The "Dewoitine" machine in which M. Allegre, Managing Director of the Compagnie Air France, flew in record time from Paris to the International Air Conference. Note the dagger-like streamlining of the whole design

THE "FAITH IN AUSTRALIA": In this machine, the right and left engines were placed under the main wing-span and close to the fuselage

THE DEWOITINE No. 332: A rear view of France's record breaking air liner showing how the left engine is mounted in streamline

ENGINES OF A NEW BRITISH MAIL 'PLANE: With the engines placed overlapping the wing edge the used air from the propellers has a fairly good get-away past the supporting struts and bracing wires between the upper or the lower wings

The Need for Streamlining and for the Proper Positioning of Engines

By C. D. PALMER

Without practical experience of the air resistances encountered at speeds of 150 to 250 m.p.h. it is difficult to visualize the important part which streamlining plays in enabling an aeroplane to reach the high speeds which are now common. Streamlining has been studied since the earliest days of flying, and has become more and more of a fine art. Its highest development is exemplified in our Schneider Trophy machines and in the Italian record-breaking Macchi seaplane. The knowledge of the subject is by no means yet complete, and with increasing speeds new problems are continually presenting themselves. An arrangement which proved quite successful at speeds up to 100 m.p.h. may prove quite ineffective at 200 m.p.h. or more. A designer is faced with all sorts of difficulties in the lay-out of a machine, and his ultimate design probably ends by being a compromise between the theoretical and the practical.

The arrangement of the components of an aeroplane has effects which are not yet fully understood. In multi-engined aircraft the position in which the engines are mounted in relation to the wings is a factor which has a very definite effect on the efficiency of the machine. Certain positions tend to upset the airflow over the surface of the wings, and it seems to be more advantageous to streamline the engines into the forward edge of the 'planes as in the Imperial Airways *Atalanta* and the smaller Monospar, than to mount them separately either above, below, or between the 'planes.

The means of propulsion appear to be the crudest part of the aeroplane as we know it. It seems to be an inefficient arrangement to drag an aeroplane through the air by a propeller revolving at high speed which churns up the air and drives it back upon the engine mounting, fuselage, or lifting surface, producing all sorts of eddies and vortices.

There seems to be no agreement among designers as to what is the best position for the engines and propellers in multi-engined craft. They are variously placed midway between the planes, or attached to the top or bottom planes in the case of biplanes, and hung below the wing or set into its forward edge in monoplanes. In any case the slipstream from tractor screws must upset the airflow over the lifting surface behind them with consequent reduction of efficiency. In three-engined machines the centre propeller has to drive the slipstream over a large bulbous fuselage, while the wing engines have relatively tiny nacelles behind the engines. Presuming that all the engines are similar, the force and nature of the slipstreams will be the same, therefore the two different installations cannot be equally efficient. If the wing engines are well streamlined with small nacelles the centre engine must waste a lot of its power in pushing the air over the large nose of the fuselage immediately behind it. It would be much more rational to use pusher airscrews, and so avoid disturbing the air passing over the lifting and control surfaces.

The new French air liner, *The Golden Clipper*, has two of its three engines fitted with these rings. The central engine just in front of the pilot's cockpit has no ring. The size and bulbous shape of the fuselage behind this engine probably renders the fitting of a ring unnecessary, whereas in the case of the wing engines, lack of adequately large body behind them over which the air can flow easily makes the use of ring cowlings beneficial.

In order to reduce the resistance of the wheels and tyres it has been common practice to fit streamlined "spats" over them. A new feature in this country is the provision of retractable undercarriages which fold up into the wings or fuselage with the object of eliminating the resistance of wheels, tyres, and undercarriage struts. Though undercarriages of this kind have been used a good deal abroad, Sir Alan Cobham's *Courier* is the first British civil aircraft to be so fitted. The value of this device is shown by the fact that the *Courier* is 13 m.p.h. faster with the undercarriage folded up, which means an increased range of 312 miles in 24 hours. Thus recent progress towards better streamlining has succeeded in adding a range of 672 miles in every 24 hours flying to this particular aeroplane. Other designs are in hand in England which include retractable undercarriages, and a Monospar machine incorporating this feature should be flying in the near future.

THE HATLESS!

SHE IS INTERESTED IN COLOURED MUSLINS, but not in relation to hats. A delightful summer sale picture taken recently in London

NOT THE HATTERS' DELIGHT: A hatless pair seen outside "The Sphere" office as they were walking up Aldwych

HATLESS YOUTH: This picture was taken primarily to show the three young men, but so widespread is the hatless custom that a hatless girl was caught at the same moment

NEAR CHARING CROSS: These two impressions again show London's hatless brigade. That on the left may be just a lunch-time study, but the men on the right give the strong impression of being confirmed bare-heads

IN THE STREET OF INK: This picture, taken at the junction of Fleet Street and Fetter Lane, reveals no fewer than six male bare-heads and one hatless woman

SPHERE photographers have recently been busy patrolling with their cameras certain busy thoroughfares east of Trafalgar Square in order to record a very curious phase of present-day London life. It will be noticed in all the accompanying pictures, which are only a selection from many obtained showing the same result, that a great number of people passing along the Strand, at Charing Cross, in Fleet Street, and in Aldwych are hatless. In one of them a young man appears to be questioning the purport of THE SPHERE photographer in taking these snapshots, but it really is a very curious and interesting matter. Why no headgear in October days? What psychological reasons underlie this curious phenomenon? Girls and young women, we know, have for some time past been discarding headgear and consequently troubling the sense of propriety of magistrates and judges. The bravura of bare arms and necks may induce some corresponding gesture in the budding blade. All he can do at the moment is to discard his hat. What steps the well-known firms of hatters are taking in regard to this interesting custom we should like to know.

THE ROMANCE of the CAPE LINERS

Some Facts and Figures Relating to the Famous Company which Serves as the Main Transport Link between Britain and the African Nations of the Commonwealth

By CHARLES GRAVES

IN THE SHADOW OF TABLE MOUNTAIN: The 20,000-ton motor ship, *Warwick Castle*, one of the crack mail liners on the Southampton–Cape Town service, about to leave Table Bay at the start of a journey home to England. The Union-Castle Company's reputation for punctuality is proverbial

The most popular story in the old days was always about the young apprentice who became Lord Mayor of London. In recent times it is of the clerk who becomes chairman of his company. This is particularly so in the United States where, despite democracy, it is comparatively rare. So often men are put on their ear just when they have reached executive rank, and some sleek young man with a Harvard education gets the job. In England it is not so uncommon, but it occurs far too seldom.

I have just met Mr. Robertson Fyffe Gibb, who a few days ago completed his fiftieth year with his company. He began as a clerk in the Publicity Department at £30 a year. To-day he is chairman of the Union-Castle Line. His whole life, therefore, has been bound up with shipping, and he can look back over half a century of development.

Nowadays the comfort on ships has reached the point where people will go out of their way to spend their spare time on a sea voyage. When he first entered the business they did everything to avoid going on the sea. There was no refrigeration, of course, in the old times. One solitary cow supplied milk which, when you consider the lack of pasturage on deck, must have got pretty thin after a few days. There was no electricity. You had oil lamps. Except for the first two or three days after leaving port there were no green vegetables. There were no electric fans. Your beer was warm. There were no hot baths, and the Board of Trade allowance of water was only 3 qts. a day. The cabins were small and stuffy. The portholes were closed even in comparatively fine weather. There was no laundry. The washing was done by members of the crew. You did not have much in the way of dancing, but any amount of salt beef, salt pork, and potatoes. As for deck games they were non-existent. To-day all this is changed and fresh meat, fish, fruit, and vegetables are available throughout the voyage.

Sixty years ago none of these would have been available after the first two or three days at sea. It is only in the last ten years that fresh milk has been procurable from South Africa for use on the ships. Until then it was bottled and had to be taken all the way from England to South Africa and back. To-day, what is more, dinner is served to third-class passengers instead of high tea. They even get morning and afternoon tea, and anybody who has ever been on a voyage in a large ship knows that nowadays there are many more courses at each meal than you can possibly eat. Times have certainly changed.

To-day the Union-Castle Line is the only one that serves out a ration of rum for each member of the crew on Saturday night, as well as a ration to each man on each watch. It is also the only shipping company which has its own wine department and vault, where they bottle their own wines and spirits. To give you an idea of what is drunk in the course of the year, I may say that 1,600,000 bottles of beer were drunk last year as well as 61,000 bottles of whisky, 30,000 bottles of gin, 10,000 bottles of champagne, and thousands of bottles of South African wines. On top of that you find the figure of over 10,000,000 cigarettes and 26,000 lb. of pipe tobacco. The head of the wine department said that nowadays many more cigarettes are smoked and far less pipe tobacco. He also said that nowadays people drink a good deal less. The smoke-rooms are no longer wreathed in pipe tobacco and the heavy drinker who sat round the bar almost throughout the voyage is a creature of the past.

The two newest additions to the Union-Castle fleet—the *Warwick Castle* and the *Winchester Castle*—are motor ships. They cost over a million apiece. They have swimming baths, hot and cold fresh water in the cabins, verandahs, and all the rest of it. "Single berth cabins, swimming pools, and the extra deck space form the chief advantages over former times," Mr. Robertson Gibb told me. "We have gymnasiums as well. I must point out that this line does not have any cruises at all as we are in the fortunate position of employing all our twenty-three ships in our regular services. At the present moment five of our vessels are motor ships. They take enough oil for the round voyage so that there is no question of refuelling. It saves largely in personnel, for they do not need either firemen or trimmers. There are no coal bunkers or boilers, so we get any amount of extra space for cargo in motor ships. The ships are much cleaner because we do not have to re-coal.

AFTER DINNER: Passengers in the sumptuously furnished lounge of the *Winchester Castle*—another 20,000-ton motor ship of the Union-Castle fleet

"The voyage to South Africa takes sixteen-and-a-half days in accordance with the mail contract. We sail on a Friday and arrive on a Monday morning. In South Africa and in England the punctuality of our mail vessels is proverbial. On less than five occasions in forty years have our ships been late."

When Mr. Robertson Gibb joined the firm it was then the Union Line. It was not until 1900 that it was amalgamated with the Castle Line. In 1932 Mr. Gibb became chairman. There is no connection between the Union-Castle Line and the Royal Mail Steam Packet, or the White Star, or any other shipping firm. The Union Line dates back to 1853. In those days it had no associations with South Africa. It had five small steamers, the largest of which was 530 tons. The promoters' original intention was to confine their activities to the coal-carrying trade, but when their little vessels were ready for service the directors found that in view of the Crimean War and the chartering of a number of the P. and O. steamers for transports, they could employ them to great advantage between Southampton and Constantinople and Smyrna. However, they were soon chartered as transports and when the War was over fresh employment had to be found for the steamers. So they decided to run them between Southampton and the Brazilian ports. This was not a great success and the steamers were withdrawn. However, a contract was soon afterwards made for a monthly mail service from Southampton to the Cape of Good Hope for a subsidy of £30,000 a year, and in 1857 the R.M.S. *Dane* (530 tons) sailed from Southampton for the Cape. During the next thirty years the company continued without any particular excitement beyond the fact that each new steamer was larger, faster, and more luxurious.

(*Continued on p. 74*)

IN THE DAYS OF STEAM-CUM-SAIL: An old print depicting the Union Line's 613-ton mail liner, *Phœbe*, approaching Cape Town at the end of a voyage from England. It was not until 1900 that the Union and Castle Companies joined forces

In HERTS, ESSEX, and the West Country

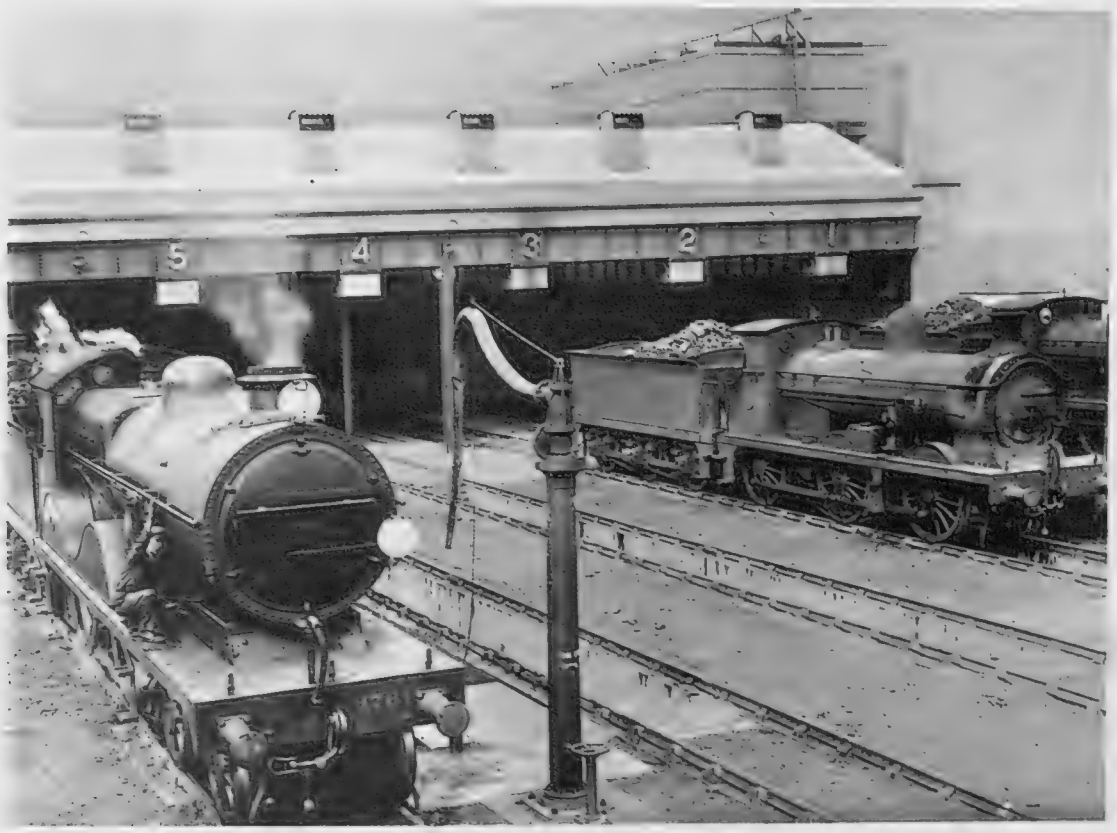
AN OLD ESSEX INDUSTRY: The little town of Leigh has long been famous for the quantity and quality of its cockles. The men go out on the ebb tide to the various sand-banks in the Thames Estuary and, climbing overboard into the shallow water, rake in the shell-fish from beneath the sands. They usually work on until stopped by the incoming tide, and then in the evening return to Leigh where the catch is boiled and prepared for market. *Left*—Loading cockles into a boat. *Right*—Gathering the catch into a hand net on a Thames sand-bank

A TIDAL PHENOMENON: Every three years the Bristol Avon becomes subject to unusually low tides. Recently, as a result of the summer drought, the river sank even lower than usual and for several hours had a depth of only 3 ft. of water. The extraordinary rise and fall of the tides may be gauged from the mud-bank in the above picture

AN ANCIENT LOG CHURCH IN PERIL: The rector, the Rev. W. Doyle, examining the structure of the old Anglo-Saxon church of St. Andrew's, Greenstead, near Ongar, Essex, which is being attacked by the death-watch beetle. Steps are now being taken to combat the pest. The building, which probably dates back to the early part of the eighth century A.D., gave sanctuary in the year 870 to the body of King Edward the Martyr

A LIVING MEMORIAL TO THE DEAD: The oak tree on the Oakmere Estate, Potters Bar, into which the German Zeppelin, L 31, fell in flames when shot down in October, 1916. It is to be preserved as a permanent memorial

HINDERING THE GROWTH OF SUBURBIA: Trees, which have been felled to make way for new housing estates at Watford, being brought to a timber yard at London Colney, Hertfordshire. They are all of a considerable age



THE NEW ENGINE DEPOT AT HITHER GREEN which, together with adjacent sidings, has been constructed in eighteen months at an approximate cost of £100,000. In preparing the foundations 50,000 cubic yards of earth had to be used to raise the site to the level of the adjoining main line

"SPEEDING-UP" GOODS TRAFFIC

FUELLING THE TENDER OF A LOCOMOTIVE from the new coal chute at Hither Green

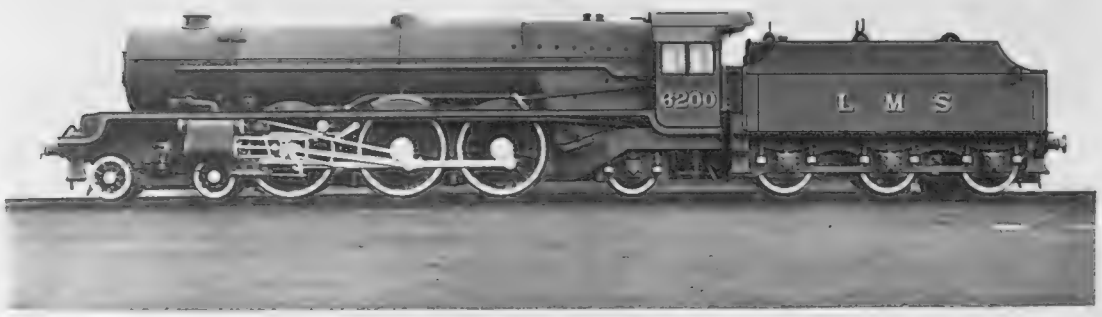
The Southern Railway Opens a £100,000 Locomotive Depot

Owing to congestion of goods traffic, and delay brought about through the electrification schemes which have been taking place on various sections of the Southern Railway Company's lines, a new locomotive goods depot has been opened at Hither Green. This new depot, which will alleviate heavy shunting at Bricklayers' Arms, has been constructed at a cost of £100,000 and, with the sidings, has taken about eighteen months to complete.

In its construction 50,000 cubic yards of earth have been used to raise the site to the level of the adjoining main line, and in consequence the buildings have had to be erected on some 470 piles.

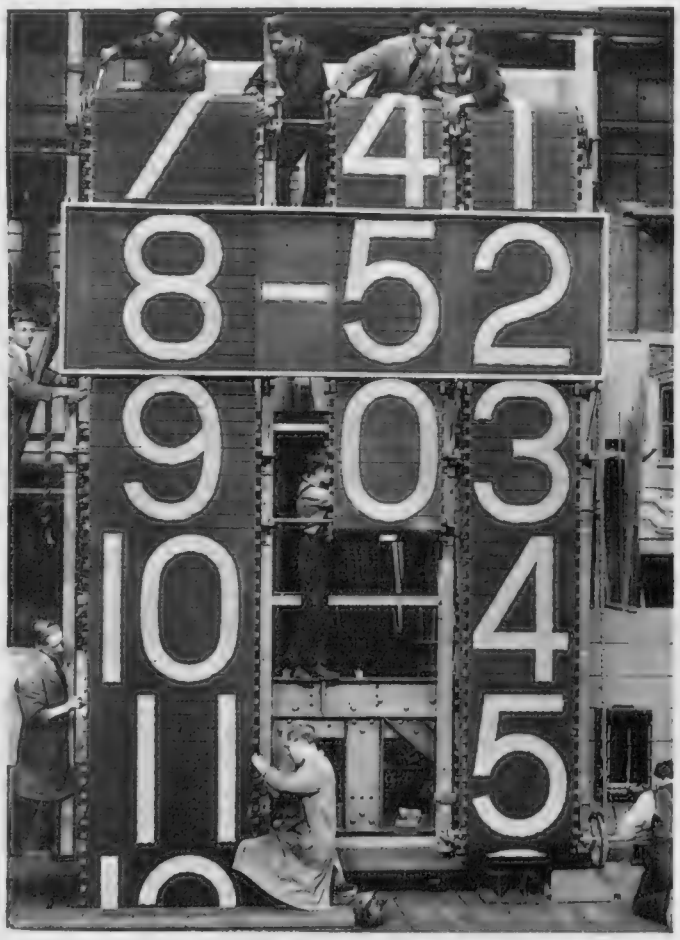
A special feature has been made of providing an adequate water supply, which is being obtained from a well sunk 350 ft. into the chalk. The water for filling the locomotive boilers will pass through the special water-softening plant at the rate of 5,000 gallons an hour, while the water used for engine cleaning will, after use, be filtered, cleaned, and re-circulated — a method which in the long run should result in a very considerable saving.

In every respect the depot is absolutely up to date, and there is no doubt that it will do much to speed-up goods traffic on certain sections of the Southern Railway.



THE MOST POWERFUL EXPRESS PASSENGER LOCOMOTIVE IN GREAT BRITAIN: The new L.M.S. giant, *Princess Royal*, the appearance of which coincides with the 100th anniversary of the introduction of the bogie wheel arrangement. The pioneer of this type was first put into service in September, 1833, on the Dunsee and Newtyle Railway in Scotland, but, unlike the modern expresses, it carried the "bogies" beneath the cab

BRITISH LOCOMOTIVES FOR CHINA: One of the eight engines built under contract by the North British Locomotive Company, Ltd., being shipped aboard the M.V. *Beldis*. *(See note in right-hand column)*



PADDINGTON'S NOVEL CLOCK: Electricians engaged on the construction of the new indicator, which has neither dial nor hands, and which provides passengers with the time by means of moving figures. The boxed-in portion is all that will be exposed

A British Contract

The North British Locomotive Company has recently completed a contract for the construction of eight "Pacific" type passenger locomotives and tenders for service in China on the Tientsin-Pukow Railway. The contract was placed on December 15 last after severe competition between British and American builders. The whole of the eight engines were recently shipped, fully erected, on the M.V. *Beldis*. This Diesel-engined ship is specially equipped with suitable heavy derricks and gear for handling the lifts at Tsingtau, the port of disembarkation.

TURKEY TIME

THE PROTESTING TURKEY: A recalcitrant bird gets out of control on the way to the Turkey Fair at Attleborough, Norfolk. *Oval, right*—A girl worker gathering the potato crop on a Cheshire farm

THE POTATO HARVEST IN FULL SWING: Clamping the crop as a protection against the winter frosts which otherwise would destroy the potatoes before they could be marketed. Sometimes the straw clamps are filled with earth as an additional safeguard

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DR. BUCHMAN'S OXFORD GROUP

Some Notes on a Growing Revivalist Movement

CHAMPIONS OF A TWENTIETH CENTURY RELIGIOUS REVIVAL: Members of the Oxford Group Movement seen at their London headquarters in Brown's Hotel, Dover Street. Left to right, standing—The Rev. C. H. Bardsley of All Hallows' Church, Barking by the Tower; Mr. D. M. Graham, Balliol College, Oxford; Dr. F. N. D. Buchman, leader of the movement; and Head-Deaconess Siddall; sitting—The Most Reverend Foss Westcott, D.D., Bishop of Calcutta and Metropolitan of India and Ceylon, and the Rev. John Watt of Edinburgh

THE FEMININE SIDE OF THE MOVEMENT: Left to right—Mrs. Stearley of New York, Miss Mary Richmond, Miss Ruth Bennett of London, Miss Winifred Carr, Miss Marie Clarkson of St. Hugh's College, Oxford, and Frau Annaliese von Cramon of Silesia

A COSMOPOLITAN GROUP: Left to right—Miss Mary Richmond, Mr. Eric Bentley of Toronto, Jonkvrouwe Jul op ten Noort of The Hague, Frau von Grone of the German Evangelical Church, and Mr. R. A. E. Holme of New College, Oxford

THE OXFORD INFLUENCE: Left to right—J. Langton, St. Catherine's Society, Roger Hicks (Worcester) (sitting), D. M. Graham (Balliol), R. Holme (New College), C. K. Prescott (Worcester), Edward Hill (Magdalen), R. W. Wilson (sitting on table) (Oriel), and Gerard Senior (Merton)

BUCHMAN, Frank N. D.: Clergyman; originator of the Oxford Groups; *b.* Pennsburg, Pa., 4 June, 1878; *s.* of Frank Buchman and Sarah A. Greenwalt. *Educ.*: Muhlenberg College, A.B., A.M., D.D.; studied Cambridge University, 1921-22; pastor of the Church of the Good Shepherd, Overbrook, Pa.; visited Europe for the purpose of making a special study of Inner Missions, 1902; founded the first Luther Hospice in America at Overbrook, 1904; became housefather of the Luther Hospice, Twentieth and Race Streets, Philadelphia, 1905; founded the first Luther Settlement in America, in Philadelphia, 1907; travelled in the Near East, including Turkey, Greece, and Egypt, 1908; secretary of the Y.M.C.A. at Pennsylvania State College, 1909–15; made a tour of India, Korea, and Japan, 1915-16; toured in the Far East, 1917–19; toured South Africa with the Oxford Group, 1929; toured South America, 1930; extension lecturer under the Hartford Theological Foundation, 1916–21; became the centre of a new religious movement known as the Oxford Group Movement (A First Century Christian Fellowship), 1921; served European War with a flying squadron, looking after war prisoners. *Address*: Gramercy Park North, 61, New York; Brown's Hotel, W.1. *Club*: Lake Placid, N.Y.

(Dr. Buchman's biography in "Who's Who," 1933)

This week, it was announced, there was to be opened up an attack on London by what has come to be known as the Oxford group movement, or more simply the group movement. The attack is an evangelistic one by a body of young men under the leadership of Dr. Buchman, who came over from America to Oxford some few years ago and there started, or continued, a religious revivalist movement among University graduates. They met together in social groups, thus giving a name to the movement. The youths who came under the influence of these group meetings showed a new or revived interest in the Bible, in prayer, in "guidance," and confession. They seemed to have gained a cheerfulness and sense of purpose in life.

These elements of "guidance" and confession have continued as marked features of the group movement. At a group meeting which a correspondent of THE SPHERE had the opportunity of attending a few years ago in a London drawing-room, textual guidance from the Scriptures was quoted by several speakers. Those present were nearly all young men of a physically robust type.

References were made to personal sins and shortcomings, but on this occasion the scope of the confessions could not be described as lurid. The religious basis of the movement is apparently the ordinary English Bible; there is, as far as we know, no special literature as in the case of the late Mrs. Eddy. The terminology of a group meeting might be described as largely evangelical.

The movement has comfortable London headquarters at Brown's Hotel. Its leader, who appears in one of the accompanying groups, does not look in the least like a parson, but that can scarcely be helped as Dr. Buchman comes from the States. The Archbishop of Canterbury has given the group his benediction; the Bishop of Durham, on the other hand, has grave doubts concerning many of its methods.

BRITAIN'S CHAMPION JOCKEY IN ACTION

GETTING THE LAST OUNCE OUT OF HIS MOUNT: Gordon Richards, who is now placing in jeopardy Fred Archer's forty-eight-year-old record of 246 winners in a season, riding a closely contested finish in his best style. He has the capacity for fitting himself into every rhythm of his horse's movement, is a fine judge of pace and, as the above picture shows, possesses the supreme quality of perfect balance in the saddle

BEATING AN OLD RIVAL: Gordon Richards (right) and Fred Fox fighting out the finish of the Hampstead Nursery at Alexandra Park

Gordon Richards, Britain's champion jockey of several seasons, is enjoying a year of success which clearly marks him as one of the greatest flat-race riders of all time. Only last week this amazing little man went clean through the card at Chepstow, and immediately followed this up with five consecutive winners on the next day. It is little wonder, therefore, that owners and trainers seek his services, and that the public place such faith in the horses he rides. They know full well that his one determination is to win, and that he will never give up the struggle till the post is passed. For all the adulation he receives, however, Richards remains the same unassuming young man he was when Martin Hartigan gave him his first chance. When he can be prevailed upon to discuss himself he attributes his pre-eminence to luck and nothing more. Others think otherwise. True, he gets the best mounts, but after all it is only right that success should breed success, and that the man with outstanding ability should be rewarded. Even the great Fred Archer, whose record of 246 winners seems likely to be passed before the Manchester November meeting, could scarcely have possessed such a combination of qualities as the present champion. Perfect balance, a remarkable sympathy with horses, wrists like steel, and a level head have brought this one-time clerk fame and a fortune. No one grudges him either, and least of all his fellow jockeys

FRED ARCHER: The greatest jockey of his time. He rode his first race in 1870 and, in addition to his record of 246 winners in a season, had five Derby victories and was successful in fifteen other classics. He died by his own hand in 1886

CHAMPION AND VETERAN: Gordon Richards and Fred Fox. The two men figured in an exciting race for the jockeys' championship of 1930, which was only decided on the last day of the season when Fox was successful by the margin of one winning mount

ON BRITAIN'S

A 5,000-M

ON THE ROOF OF THE WEST RIDING: The stony track, beloved of hikers, that leads across the moors above Wharfedale

A ROAD WITH A VIEW IN DERBYS-R looks down on Middleton Dale BEEF TUBS: The mail coach Edinburgh road, erected in 19 of the Dumfries mail who lo

WHERE ROME'S LEGIONS TROD: Passing along a section of grass-covered Ermine Street. *Left* — BEYOND PERRANPORTH, CORNWALL: The old workings of the Blue Mines in a moorland setting of heather and broom

THE WINDING WAYS OF WALES: This little-known track through the Hirnant Pass is only practicable for the cautious motorist willing to take time over the journey.

A SHORT CUT FROM LOCH LOMOND TO C the narrow bridge at Glen C

There are hundreds of unknown by-ways in Gr turous correspondent has recently complete miles during which he traversed all the extraord many others. Very few of the main highways we exploration, and with this car its adventurous occ wonderful views in England, Scotland, and Wales. rough stony tracks, grassy ruts, and all kinds of but the veritable pathfinder, but throughout there There was no bowling over endless slabs of cem constantly watchful eye of the captain taking hi In Scotland, we know, Glencoe is now a boulevar the Scottish hills this wonderful car discovered points of astonishing grandeur, and free entir the modern bypass. There was no crowding tra fully free road in front with glorious gems of track is in nearly every case exceptionally rough to discourage 999 out of 1,000 motorists, but if y —a realm of unexpected joy an

LITTLE-KNOWN BY-WAYS

Adventure off the Beaten Track

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Right—A LITTLE-KNOWN TRACK through a Yorkshire cornfield near Murton. In this neighbourhood many of the old sign-posts still exist although the road has long since been overgrown

HEAVY GOING BUT WORTH WHILE: Climbing to the top of Pepperdon, Devon, up a stony by-way, only a little wider than the car, leading off the main Newton Abbot-Moreton Hampstead road

LONG: Crossing

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A MOTORIST'S NIGHTMARE: Negotiating Park Rash on the Yorkshire moors. Hundreds of drivers come to the bottom of this climb and, not caring to risk their cars, miss the delightful view which rewards those willing to make a bumpy journey up the stony slope

FRENCH STARS ON THE ENGLISH STAGE: *Left*—Jeanne Aubert of the Comédie Française who will partner Dennis King in *Command Performance*, which begins its run at the Saville Theatre on October 17. *Right*—Ketti Gallian whose recent appearance in *The Ace* created a favourable impression with London audiences

ADELPHI ATTRACTIONS: Nora Howard *(left)* and Iris Ashley *(right)* who both have leading roles in Mr. Cochran's *Nymph Errant*

CO-VICTIM OF A FIRST-NIGHT UPROAR: Peggy Ashcroft who stars with Werner Krauss in *Before Sunset* at the Shaftesbury. The presence of a German actor resulted in an unwelcome demonstration from certain sections of the audience

A COCHRAN RECRUIT: Emma Trechmann, who has been given an important understudying part in *Nymph Errant*, is one of the great producer's latest discoveries. She has been on the stage only a few weeks

PLAYS of the AUTU

Josephine Baker Fails to Shock Her London but Her Voice and Untiring Energy do ocre Revue: Sir John Martin-Harvey Ability in an Impressive Revival of Humour, and Outstanding Competence who Scores Another Success in C. B.

By PHILIP

Josephine Baker has come to London, has been seen, and possibly has conquered. The verdict on her opening night at the Prince Edward Theatre was not emphatically favourable. Generally, the impression was that Miss Baker, whether one likes her or not, is a remarkable person and indubitably a star; while the entertainment in which she has elected to appear is not up to London form, however well it may have suited Paris, which, having given the revue-idea to the world, now turns out the world's worst revues.

This it does year after year for the supposed benefit of the supposed cosmopolitan, who thinks he is the very deuce of a globe-trotter if he pays 10 francs for a *promenoir* ticket at the Casino de Paris.

Josephine Baker is essentially post-War Paris, Harlem brand. Whether the cause was Senegalese soldiery, the mad craze for American rhythm, Paris's black taxi-drivers, or the pictures painted in Montparnasse studios in the style of Gauguin, Paris deliberately "went native" for a bit and has not yet shaken off the habit. Paintings of negroes and negresses adorned the walls of the Salon and of the lowest cabaret in the rue Notre Dame de Lorette alike. Ninety per cent. of the bar-tenders were black.

Americans came over in hordes before the slump and were delighted at the transformation, for it made them feel at home. The American is the keenest traveller in the world, and is so overwhelmed with joy at getting away from his own country that when he reaches another one he sees to it that he is reminded of the States at every turn, and will walk miles to find a restaurant that sells corn-beef hash, chicken Maryland, and other succulent attractions of East 42nd Street.

And so European success has been achieved by Miss Baker, not because she is an American, but because she makes the exiled American almost as sentimental as thoughts of a coal-black mammy. The French, partly with an eye to business, have followed suit.

There is nothing specifically maternal about Josephine, and she is *café-crême* in hue, not coal black. But I found her homely in every imaginable sense of the word. Thousands call her sophisticated and tens of thousands call her exotic. She is neither.

She has the primitive racial instinct for rhythm and flashy colours, delighting to wear the feathered absurdities of Paris's white revue-stars just as a negro chief in Somaliland will don a top-hat, a frock-coat, and a flashy tiepin and think himself a hell-of-a-feller.

She has a good voice, vitality, untiring energy, hair like boot-blacking, and the cheek of the devil. She knows every trick of "getting over" a pathetic song with the false emphasis which is mistaken for the real thing on Broadway, in Paris, on the films, nearly everywhere in the world in fact, except in a London theatre on a first night.

Some hard things have been said about London's hard-boiled first-nighters. Alas! they refused to be shocked by the stomach-wrigglings of Josephine clad in a girdle of that fruit beloved by base comedians of the lewder sort. And when "the woman with the load of bananas" made a sentimental appeal as the curtain fell she was asking for a load of mischief which, to do her and her audience credit, was not forthcoming.

I felt rather sorry for Josephine, who was working her hardest to make acceptable a revue which, intrinsically, was worse than mediocre, even if she did things at times which made me sigh for the presence of "Evans of the *Broke*" and one of his howitzers.

She has plenty of cleverness and is attractively electrical. But London is not yet in that development which unreservedly welcomes Miss Baker's type or the type of her revue, though I see no reason why both should not enjoy a certain modicum of popularity.

The actual revue, which, beyond Miss Baker, was noted for next to nothing, was preceded by some really graceful Viennese ballets. Had not the exceptionally brilliant Russian ballets at the Alhambra preceded them and put enthusiasts in a hypercritical frame of mind over such matters they would undoubtedly have been a furore.

Martin-Harvey in "The Bells."—It is easy to sneer at a play like *The Bells* and also rather silly. I found nothing crude in it beyond the soliloquies, which are part of the game in dramatic work of this genre.

If it had not been generally known that this drama was produced by Henry Irving in the early 'seventies, and if an unscrupulous press agent had announced that it was a translation from some obscure twentieth century Czecho-slovakian dramatist, *The Bells* would, I feel sure, be voted something enormously novel and impressive.

The study of a conscience-stricken man who thinks that he actually hears the sleigh bells of the Polish Jew he had murdered is uncommonly well written and well constructed. There is no trace of the old-fashioned here, unless every play about a murder, told with strength and directness, must, *ipso facto*, be old-fashioned. One really cannot have cocktails and epigrams in every play.

Sir John Martin-Harvey's performance I cannot compare with that of his great "chief," whom I never saw in this part, though I saw "H.B." To me it seemed one of the finest displays of sheer terror of recent years. Never again let it be said that, while Sir John has romance, charm, subtlety, poetry, and exquisite art, he is lacking in power. He has them all. Here, surely, are the power and the glory which I know were Irving's, and which I feel so surely must have been Edmund Kean's.

"Nymph Errant."—Mr. C. B. Cochran is an ideal travelling companion. *Experto crede.* He can never be dull in any country, and I have been with him in many. He has a keen sense

MN SEASON

First-Night Audience, Much to Enliven a Medi- Reveals His Supreme "The Bells": The Grace, of Gertrude Lawrence Cochran's "Nymph Errant"

PAGE

BARRY JONES AS A STAGE PHILANDERER: Two scenes from *Women Kind*, the play by Lewis Galantière and John Houseman, which recently began its run at the Phœnix. *Left*—Barry Jones with Jane Barlow (Lily Cahill), the prosaically married wife who is yearning to be understood, and *(right)* with Louise (Grizelda Hervey)

of perspective, and the keen sense of enjoyment of the man who never lets his appreciation of things really grow up. When he produces, as he has done in *Nymph Errant* at the Adelphi Theatre, something that is a supertravelogue and a great deal more besides, Mr. Cochran is irresistible

I can well imagine the boyish interest with which he followed the adventures of his inexplicable nymph to Paris, to some strange Deauvillish spot, to Venice, to Smyrna, to Turkey, and back to Paris again, though I cannot picture Mr. Cochran in that arid tract of donnish villadom—North Oxford.

Let us take Mr. James Laver's Odyssey of the nymph in question, Miss Evangeline Edwardes, as read. I suspect that the nymph of the novel is a more rational figure than the nymph of the Adelphi

For what, in this play, are we asked to believe of her? That she lived with a French revue-producer whom she met in a train on her way back from a finishing school; with a depressing Russian student of something-or-other artistic in Paris; with a "dirty old man" with lots of money who took her to Venice; with a Greek who dealt in dry goods as well as in human flesh, wet or dry; with the inmates of a harem; with, for one night only, but beneath a palm tree in the desert, a handsome young engineer; and yet that she returned, unscathed, to that Oxford garden, somewhere north of Keble, to accept, as the curtain fell for the last time, an apple from her aunt's amorous gardener.

The significance of that symbolic gesture escaped me. Perhaps at the last moment the stage-manager had been unable to procure a lemon.

However, the moral aspects of the wanderings of Evangeline so very far from the forest primeval are not here of primary importance. What is important is that they should afford good entertainment, which they do. What is less important (though far from being unimportant) is that they should be not only ethically but theatrically consistent, and this they are not.

Not all the traditional inexplicability of womanhood could make me swallow, even in a musical play, the spectacle of Miss Gertrude Lawrence, starving in Paris with her Russian, and smacking, in an atmosphere of pathos and high tragedy, the face of a young artist who wanted her to become his mistress, a couple of minutes later setting out for Venice on the arm of a lecherous veteran old enough to be her grandfather.

Later we see Miss Lawrence wearing less than I have ever known her wear; hysterical with fear in Smyrna, the mob's bullets breaking the mirrors of her room and deserted by her dreadful Greek. She plays half the scene—and plays it very well—as the melodrama which it is. Yet in an instant she switches round and, with a sophisticated twinkle, announces that she is about to prepare herself "for the fate that is erroneously described as being worse than death."

That is a witty line, and, cleverly though *Nymph Errant* has been adapted by Mr. Romney Brent, it does not abound in witty lines. But would the girl who uttered it be the girl who is supposed either (i) to have guarded her virtue with the icy rigidity of a Pallas Athene, or (ii) to have attempted, unsuccessfully, to lose it, in which case Miss Lawrence—and this is intended as a compliment—was utterly miscast?

Perhaps one should not analyse a frivolous entertainment so meticulously as this. But I have an idea that Mr. Cochran's latest venture was not intended wholly to be frivolous. Subtlety should not only not fear the microscope but should welcome it. It is partly because of its somewhat uncomfortable complexity that I could not sit back and wallow in *Nymph Errant* either as a feast of irresponsible fun or as a well-balanced play. But apart from this point (and apart, also, from Mr. Cole Porter's music, which hovered between the hideously ingenious and the ingeniously hideous, and was distasteful to me in both aspects), I have nothing but praise for *Nymph Errant*. It is glittering, intensely alive, packed full of brains, efficient, and never within a thousand miles of the banal.

The attention to detail which Mr. Cochran inspires has never been more in evidence. Miss Doris Zinkeisen's *décor* and costumes are exquisite; long shall I remember that Venetian fête dressed in the period of that graceful and urbane monarch, King Charles X of France, in which Mr. Morton Selten appeared as, save for his moustache, an uncannily exact portrait of Charles's much more canny English cousin, King William IV of England.

Mr. Selten did with magnificent aplomb what little he had to do. Mr. Austin Trevor's immaculate portraits of a Frenchman speaking English are always excellent; here he gives yet another of them and shows yet again what a fine actor he is. Miss Elizabeth Welch, a lady of colour, gives point to a song whose point might otherwise have escaped me. Mr. Bruce Winston, Professional Purveyor of Humour to Stage Harems, is in flamboyant form. Miss Moya Nugent pleasantly suggests, as always, chintz and English rose gardens. There are several other clever people in tiny parts.

Miss Gertrude Lawrence's "nymph" will probably become as historical a creation in a musical play as Miss Lily Elsie's Merry Widow. Her grace, her tricks of humour, her immense competence, and her resourceful gaiety are unrivalled.

Besides, she is essentially "professional." That is in itself a rare joy in these days of personality-puffed amateurs.

A NOVELLO SUCCESS: Madge Titheradge, who is taking Fay Compton's part for six weeks, seen with Ivor Novello in the latter's long-running play, *Proscenium*. His latest comedy, *Sunshine Sisters*, is now in active rehearsal

AN APPROPRIATE VISITOR: Miss Charlotte Brontë Branwell, a great-niece of the famous Charlotte, being greeted by the manager of the Royalty Theatre when she arrived to see the 200th performance of *The Brontës*

"THE DISTAFF SIDE": Roland Millward (Alexander Archdale) and Mrs. Frobisher (Martita Hunt) in a scene from the John van Druten play at the Apollo

THE WAR CORRESPONDENT: Esmé Percy's clever make-up for the part of a German newspaperman in which he appeared in *The Ace*

BOOKS

By CECIL ROBERTS

"The Victorian Aftermath" provides Material for a Fierce Controversy: "The Autobiography of Alice B. Toklas"—A Book that is Either a Joke or an Imposition: "Harlequin Sheridan"—A Noteworthy Biography with a Poor Title

DR. WINGFIELD-STRATFORD *(right)* who in his new book, *The Victorian Aftermath*, challenges the present conception of King Edward VII *(left)* as a far-seeing monarch

Dr. Wingfield-Stratford has behind him so solid a body of work in the historical field that I approach any new book from his pen with anticipation. He has preserved with his astonishing scholarship a caustic sense of humour, and he is not afraid to be unorthodox. But, unlike many modern historians, he is not out to reverse the verdict of Time. It is simply that he is not prepared to accept current valuations without inquiring into the facts on which they are based. Thus his estimate of King Edward VII cuts right across the usual portrait. He obviously regards King Edward as something of a disaster for the British people. If he did not back the wrong horse (the French), he did nothing to snaffle the wild horse (the Germans). His antipathy to the Kaiser was so marked that Wilhelm was driven to being a naughty boy if only to annoy uncle. It is a view I am not prepared to accept, but **Dr. Wingfield-Stratford** does shake one's easy acceptance of King Edward as a long-sighted monarch playing a clever hand in the diplomatic game. In **The Victorian Aftermath (Routledge. 12s. 6d.)** we see the drama sweeping to its fearful climax. I do not accept the author's charge of incompetent statesmanship or national egotism, and it seems to me that the hectic extravagance of the Edwardian era is a little overdrawn. In this book, in fact, Dr. Wingfield-Stratford writes with a certain amount of passion and is out to prove his thesis. For this reason as an historical work it does not touch the high plane of its predecessors. But as an entertainment, a panorama of events, the book is without a dull moment, and the material for a fierce argument leaps forth from every page. In place of King Edward as a kind of universal uncle comes the following: "Like most men of pleasure, who have never been under the necessity of denying themselves, he could not endure, in daily life, the least opposition to his will or sacrifice of his convenience. Those who entertained him knew that everything must, at all costs, be exactly as he wished it, that he must be perpetually kept amused and never waiting for a moment, that not far beneath the easy-going surface was a quick and explosive temper. If somebody, even the Kaiser, got on his nerves, not even the weightiest reasons of State could keep him from showing it."

The author is equally independent when surveying the literary and scientific achievements of the age. Masefield and Galsworthy celebrated the poor, helpless man, full of goodwill, who let circumstances trample on him. "There is a curious ineffectiveness about Galsworthy's creations that makes his work more than ever representative of the time . . . his characters drift, they are whirled helplessly along the rapids of their destiny with the waterfall booming in earshot." The author has no lack of lurid material. He regards mankind, preceding 1914, as crazy; but has not mankind always been crazy, with languid intervals of sanity, and is it not an exaggeration to charge our grandfathers with unusual insanity in the conduct of public affairs? This is a book that makes one ask questions. Whatever the views, it bears the hall-mark of Dr. Wingfield-Stratford's brilliant mind and acid writing.

The Autobiography of Alice B. Toklas (Bodley Head. 8s. 6d.) is either a joke or an imposition. At the end we are informed that Miss Toklas has not written the book, but that it is the work of **Gertrude Stein**, to whom she is secretary. Frankly, I don't believe it. It is the work of both. As a chronicle of the doings of a circle of preposterous Bohemians in Paris it is amusing and unique. Miss Gertrude Stein has achieved some notoriety as a writer by a determined crusade to prove that she cannot write. In literature, as in art, there are to-day a host of critics ready to acclaim the plainly incompetent as a refreshing change from the horde of the competent. "She realizes," says Miss Toklas of Gertrude Stein, or perhaps Gertrude Stein of herself, "that in English literature in her time she is the only one. She has always known it and now she says it." Happily there was no need. "I remember once coming into the room and hearing Bernard Fay say that the three people of first-rate importance he had met in his life were Picasso, Gertrude Stein and André Gide, and Gertrude Stein inquired quite simply, that is quite right but why include Gide?" And why, one is tempted to inquire, steal from Whistler, apropos Velasquez? Profound discoveries were made in the country by observing a poodle. She says "that listening to the rhythm of his water-drinking made her recognize the difference between sentences and paragraphs, that paragraphs are emotional and that sentences are not." This book must be read to be believed. It is the apotheosis of the absurd. Still, Paris has enjoyed its Gertrude. She is a character, and guards Mecca for the lower end of Montmartre and Chelsea.

Mr. R. Crompton Rhodes has devoted so much study to the work of R. B. Sheridan that it is natural for him to round off his studies with a life of the dramatist. But I wish he had not called it **Harlequin Sheridan (Blackwell. 12s. 6d.)**. The title gives the book a levity it does not possess. Indeed, this is a noteworthy biography, one of the best we are likely to have on its subject. Nothing seems to have escaped Mr. Rhodes, and the result is a story that surpasses anything the mind of the novelist could create. Eminent in the worlds of the theatre and of Parliament, reckless with money and oratory, Sheridan gave so much entertainment and service to his nation that he should have been spared a death in penury, with the bailiffs in the room. Mr. Rhodes clears the Prince Regent of neglecting his old friend in his need. At the very end Fate thwarted his wishes. At no time did Sheridan wish to be thought of as an actor or a dramatist. He either wished to be the politician or the gentleman of fashion. But they buried him in Poets' Corner in the Abbey, and, as Lord Thanet told Moore, "if he could have spoken out when they were burying him he would have protested loudly against the place where they laid him, as Poets' Corner was his aversion." This is the best biography of Sheridan I have read. It appears to be definitive.

Mr. L. Collison-Morley has a quick eye for the Italian historical pageant. It was well shown in *The Story of the Borgias*. He now turns to **The Story of the Sforzas (Routledge. 12s. 6d.)**, the other outstanding family of the Italian Renaissance. Again it is a scene of treachery, bloodshed, violence of a wolfish order, but also of that quickened and lovely era when pomp and beauty were the normal attributes of the Italian character. The rise of the Sforzas from petty *condottiere* to the powerful position of Dukes of Milan provides one of the most astonishing chapters. We see the end of the Visconti, the brilliant court of Il Moro and his wife Beatrice d'Este, Leonardo da Vinci, Bramante, and Charles cross the scene. The assassination of Sigismondo Malatesta, Ludovico's miserable end in a French dungeon, all the stuff of great drama is here, and Mr. Collison-Morley knows well how to raise and drop his curtain. He never neglects the background, and the whole is a vivid panorama of the Renaissance in the Duchy of Milan, then as rich and powerful as England. Never had Italy known such prosperity, such tranquillity as she enjoyed around 1490. The storm broke soon after. Mr. Collison-Morley has selected one of the high spots of Renaissance history.

The Lord Fish is a collection of seven **De La Mare**-ish stories **(Faber and Faber. 10s. 6d.)** illustrated by Mr. Rex Whistler. There is a great drawback to Mr. Whistler as an illustrator. He causes one to keep jumping from the text to look at his work. For most authors he must prove an intolerable rival. There is an old house on page 20, and the text opposite says "it must be bewitched," but it is the reader who is bewitched by Mr. Whistler's pencil. Then again, on page 60, a hunched-up old man walks down some steps, and the text has to be neglected in order to gloat over the picture. Still, Mr. De La Mare survives, for it happens that he also is Puck. All these stories are unearthly, all their action takes place on the other side of the Door at which Mr. De La Mare's Listener knocked long ago. Admiral Rumbold with his parcel, Dick the farmer's boy, and Jasper the marvellous monkey, live in a world that has nothing to do with income-tax and swastikas. It is all very freakish and spell-binding.

There is an epic note about **Wheels Take Wings, by A. P. Bradley and Michael Burn (Foulis. 7s. 6d.)**. Here is the story of Brooklands race track, its inception, the struggle, the triumph, and a sketch of the men who have made engineering history on its tarmac. It is all told with a lyricism that would do credit to Kipling. I am not a car maniac and have generally found that the loud exhaust and the empty mind run about together, but this book certainly contains a thrilling story and presents a number of remarkable young men. I demur a little to Tim Birkin as the Sir Philip Sidney *de nos jours*. We can scarcely sing *dulce et decorum pro automobile mori*. Of Segrave it might be a little more appropriate. Lastly, the authors rebuke mere literary blokes for getting lyrical about the air age. They do not believe it is going to be so very wonderful. This is a most likeable book.

Mr. C. B. Vulliamy continues to add to his notable biographies. His latest subject is **William Penn (Geoffrey Bles. 10s. 6d.)**. Much has been written of this obstinate Quaker, whose conscience at times made him something of a nuisance as well as a sturdy defender of the rights of the individual. It is Mr. Vulliamy's great virtue as a biographer that he never allows special pleading nor betrays his own sympathies. Here is a William Penn that will not be cheered by the Daughters of the American Revolution. He was fond of an argument even from the dock, and he knew how to sting, as when he addressed the Vice-Chancellor at Oxford as "poor mushroom." We hear much about the honourable traditions of English law, just as we hear much about the national service of newspapers.

This biography gives a good insight into the price and fashion of English justice in the days when juries were starved into giving the desired verdict, and hooligans on the bench probably exceeded those in the dock. Penn himself could be an abusive fellow; he called the mild Baxter of Kidderminster a scurvy-minded creature, and for all his independence he loved to dance attendance on Queen Anne. The colony he founded turned on him, he was deprived of much of his fortune, he had a scallywag son, he was chased into the Debtors' House. In the end he was a figure of pity, a witless old man wandering in his garden at Ruscombe. Did he fail? asks Mr. Vulliamy. "He is obviously made up of bits and pieces, he is not definable in a single term, he is not uniform, clear, consistent, like George Fox, or Calvin, or John Wesley." Out of this inconsistency Mr. Vulliamy has woven an admirable narrative, weaving all the facts, recalling the passions, and relighting the troubled scene with a skill that makes him an ideal biographer.

I praised very strongly a remarkable book called *Leap-Home and Gentlebrawn*. It was by Mrs. Frieda Das. She has now written a novel, **Into the Sun (Dent. 7s. 6d.)**. A European, she has the unique advantage of being able to depict the Indian home from the inside. That

(Continued on p. 72)

BOOKS TO READ

CAIRO TO PERSIA AND BACK, by Owen Tweedy (Jarrolds. 18s.).

A WHORESON MAD FELLOW, by W. R. H. Trowbridge (Grayson. 12s. 6d.). Life of Labussiere of the French Revolution.

LITERATURE IN MY TIME, by Compton Mackenzie (Rich and Cowan. 6s.).

THE COMPLETE SHORT STORIES OF JOSEPH CONRAD (Hutchinson. 8s. 6d.).

KITCHEN RANGING, by Pearl Adam (Caps. 6s.). 775 recipes from all countries.

THE GOSPEL OF THE SUN, by Alain Gerbault (Hodder and Stoughton. 10s. 6d.). A South Sea cruise in a yacht.

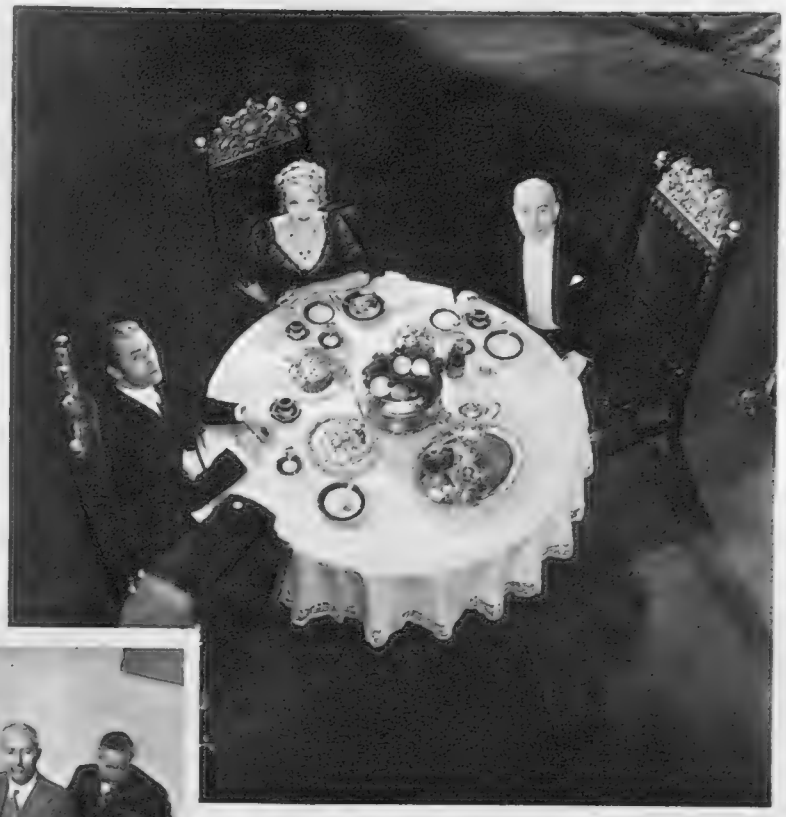
A SHADOW PASSES, by Eden Phillpotts (Hutchinson. 7s. 6d.). The close of the Avis Bryden trilogy.

THE LONG JOURNEY, by Laurence Housman and C. H. K. Marten (Blackwell. 7s. 6d.). Compressed history for children.

On page 72 of this issue will be found a complete index of published and yet to be published works of fiction, biography, autobiography, etc., received by THE SPHERE during the past week.

FILMS OF THE HOUR

MARLENE DIETRICH as Lily, the country girl, and Lionel Atwill as Baron von Merzbach, in Paramount's latest success, *The Song of Songs*



THE TRIANGLE THAT PROVIDES THE PLOT: Brian Aherne, the young sculptor, and Lionel Atwill, the Baron, dine with Marlene

"SPIES AT WORK": Brigitte Helm and Carl Ludwig Diehl in the new German film in which they star together. The story deals with the Secret Service in Italy during the War and the scenes are set in Vienna, Rome, Trieste, and on the Austro-Italian battlefields. Miss Helm plays the role of the Marchesa Marcella Galdi, an Italian spy who is placed in an intolerable position through the conflicting loyalties of her love of country and devotion to a spy attached to the Austrian forces. The film is having its *première* in Berlin

ANN HARDING AND LUCILLE BROWN watching a bridal fashion display in a scene from the new Radio picture, *Double Harness*, now running at the Regal. *Inset above*—Mick the Miller, one-time star of the greyhound tracks, undergoing a film test. Mick, who is accompanied by his trainer, is making his screen debut in the Gaumont-British production, *Wild Boy*

THE HOSPITAL NURSE, Brigitte Helm, realizes her love for the Austrian spy, Carl Ludwig Diehl. Another scene from the Cine-Allianz film, *Spies at Work*

NEWS from the ART WORLD

Famous Pictures Under the Hammer

A BOTTICELLI TO BE SOLD AT SOTHEBY'S: "The Angel of the Annunciation" which is to be auctioned on October 25 together with other works of art belonging to the late Walter Sichel of 50, Egerton Gardens. The panel, which is 23½ by 25¼ in., was shown in 1907 at Burlington House, Old Masters' Exhibition

"THE PILGRIM": A Rembrandt masterpiece which was exhibited this year at the Knoedler Galleries, New York, to aid the cause of the Emergency Unemployment Relief Fund. It was formerly in the Jules Bache collection

A SELF-PORTRAIT BY SIR THOMAS LAWRENCE, P.R.A., recently acquired by a Californian art collector from the Newhouse Galleries of New York. The chain round the artist's neck was probably that presented to him by George IV on his election as President of the Academy

"PORTRAIT OF A YOUNG GIRL," BY PETER PAUL RUBENS, which has been acquired from the Newhouse Galleries by Mr. Charles F. Williams of Cincinnati, Ohio. This work was formerly in the possession of Count Andrassy of Hungary

"MARRIAGE OF MARS AND VENUS": Another Rubens masterpiece recently put up for sale in Vienna. It originates from the collection of Lord Churchill, son of the Duke of Marlborough, and was purchased by the Miethke family of Vienna in 1891 at a cost of £25,000. Its present value is said to be considerably in excess of this figure

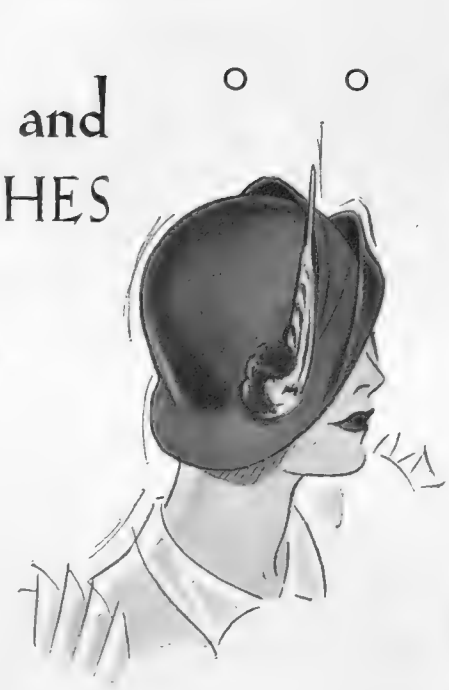
"INTELLIGENTSIA," BY STANLEY GRAYSON: A forceful character study shown at the First Annual Exhibition of the Air Force Artists' Association held at the Natural History Museum, South Kensington

MADAME SCHIAPARELLI: A portrait of the well-known dress-designer by Jean Laglenne, a young Parisian artist with a reputation for decorative still-life, floral studies, and portraiture. On view at Lefevre Galleries

BERNARD STUART D'AUBIGNY: A bronze medal, attributed to Nicolo Fiorentino, from the collection of the late T. Whitcombe Greene which is to be auctioned at Sotheby's on October 30

TRAVELLING and COUNTRY CLOTHES

are the Ultimate Test of the Well-dressed Woman



The finest tweeds the world produces and a sure feeling for practical out-of-door clothes are the heritage of the Englishwoman. When it comes to tailor-mades and country hats she makes no mistakes, for she puts her faith in sterling worth and expert workmanship, and never indulges in those eccentricities which are such pitfalls for the inexperienced.

The trio of hats at the head of this page clearly reflect the standard of perfection she demands. On the left is a model in peach-skin velour—very light, very lustrous, and extremely good-tempered as far as wear and weather are concerned. Made in nigger brown, with a shaded feather mount, the upturned brim follows the line of the curved empiecement across the side of the crown. The crown and the underbrim show the lustrous side of the velour, and this hat can be copied in any colour.

The new tricorne which is seen above it on the right is of angora felt with long white hairs on the surface. There is a deep fold across the left side and its sole ornamentation is a soft pad of two-toned feathers.

Stitched homespun is used for the third model, which is trimmed with coloured strands finished with metal tabs. This is a perfect all-weather hat, for it is practically impervious to rain. Like the tricorne, it is available in a wide range of colours, and it completes a trio from Henry Heath of 105, Oxford Street, W.

Nothing ever usurps the place of a really well-tailored suit, for it always looks right and can safely be regarded as an excellent investment. A diagonally woven Saxony suit is seen on the left. In two tones of blue, the jacket has two slanting pockets and is moulded to the waist, while the skirt has an inverted pleat at the back and front. Built by Studd and Millington of 51, Conduit Street, W., whose reputation is such that there is no need to stress the perfection of its cut and detail, it shows one of their new autumn fabrics. It is not perhaps always realized that this firm makes suits to measure from seven and a half guineas.

Lastly, on the left, there is a grey and black Scotch tweed coat with a comforting scarf collar of shaded grey lamb. The novel sleeve treatment should be noted, and the fact that it has a generous wrap which makes it ideal for motoring. It comes from Burberry's in the Haymarket, where there is a fascinating selection of new coats and materials. Pure camel-hair coats in two-toned parquet designs, in fancy diagonal weaves, in broken checks, and in solid colour are ideal travelling companions, while the new saddle tweed coats for point-to-point meetings, in greys and browns, with overchecks that are an enlargement of the Glenurquhart design, are extraordinarily practical and chic. Among the most beautiful of the new materials are Harris tweeds in excellent designs and intriguing colours subtly blended, and Scotch tweeds, the grounds in various tones of stone bespangled with vivid coloured knots in which black, green, or blue predominate. Hand-knitted jumpers with cleverly contrasted yokes and scarves, Shetland sweaters, and cashmere cardigans with matching jumpers may be found here in great variety.

AUTUMN DAYS by the MEDITERRANEAN

San Remo, Bordighera, Alassio, Santa Margherita, and Rapallo—Five Beauty Spots of the Italian Riviera Famed for their Healthy and Equable Winter Climate

By EDWARD E. LONG, C.B.E.

SAN REMO: A general view of the famous Riviera resort from the heights of Madonna della Guardia

A PEEP AT BORDIGHERA framed in a setting of flower and fern

Autumn is with us, and those who are thinking of taking a winter holiday, together with those who are forced to seek a more genial clime than our own for a part, at any rate, of the winter, are doubtlessly considering the attractions of the many winter resorts made available by modern tourism.

They would do well to give very careful consideration to the claims of the Italian Riviera, where the charm of the coastline and the mildness and salubrity of the climate combine to render a stay at any one of its leading winter resorts most beneficial and most agreeable. Italy is very fortunate in having an eastern and a western coast to form her Riviera, and such a number of resorts, large and small, along either coast, that one or the other is almost sure to meet with the wishes of the intending visitor.

First among them all is San Remo, with a reputation that is world-wide, won for it largely by reason of the marvellous mildness and equability of its winter climate, its low humidity and abundant sunshine. It has, too, a delightful situation, clustering around two small bays, with an amphitheatre of hills which rise, at their highest point, to several thousand feet above the level of the sea, and give complete shelter from north, east, and west winds.

In its centre, on the slopes of a hill which descends to the seashore and intersects the two bays, is the old town, of picturesque medieval appearance, with its steep, narrow streets and ancient alley-ways beneath houses with connecting arches, affording striking contrasts of light and shade; but the San Remo which stretches on either side is extremely modern, with spacious shady avenues, magnificent villas, and fine hotels affording the latest innovation in luxury. Beautiful public gardens and a handsome promenade are the rendezvous of a crowd as smart and as fashionable during the season as you will find anywhere, and amusement is on a lavish scale, with several theatres, variety entertainments, and a splendid Casino, and an additional attraction of San Remo is its excellent 18-hole golf course, situated to afford a charming view of the town and the sea.

Not far from San Remo, and with a climate which is very similar, is Bordighera. It has, too, a picturesque old-world town beyond which the new Bordighera has sprung up, with its theatre, casino, kursaal, and large up-to-date hotels. As you drive along the Via Vittorio Emanuele, and note the fine buildings which border it, you realize that Bordighera is one of Italy's leading resorts; and when you see its lovely gardens, with their luxuriance of flowering shrubs and plants lasting the whole winter through, you understand why Bordighera has so many devotees. There are stretches of coastal scenery near by which are enchanting, and such is the variety of beautiful walks and drives that the charms of this floral paradise by the blue waters of the Mediterranean seem ever to offer you something new.

ALASSIO: A view from the great coastal road showing the delightful surroundings of this Ligurian resort

Alassio strikes another note; it is more open, and consequently it is more bracing, with sometimes an invigorating wind. It lies along the foot of hills which protect it from the north and north-west around a picturesque bay, and its sheltered position by the hillside enables it to retain much of the warmth of its sunny days and to show one of the highest average winter temperatures on the Italian Riviera. With a fine, long beach, an excellent coastal road, and the newer part of the town laid out with spacious avenues lined with graceful palms, Alassio is an attractive spot, and the modernity of its hotels, its up-to-date facilities for recreation and amusement, and the generally gay social life of the place have secured for it a large and regular British following.

On the Eastern Riviera, in a sheltered corner of the Ligurian Gulf, and with a setting of great natural beauty — high hills luxuriantly clothed with trees of olive, chestnut, orange, and lemon, rising sharply to a considerable height at the back—Santa Margherita is also much frequented by visitors from this country. Apart from the peculiar attractiveness of its scenery, it is connected, by a road which is surely one of the loveliest in the world, with the old-world fishing village of Portofino Mare (the Roman Portus Delphini), a gem of its kind and where once Richard Cœur de Lion embarked for Sicily, and by another route which winds around the mountain side, at almost every bend disclosing a different and enchanting view of sea and coast, with Portofino Vetta, affording, at the highest point, a magnificent panorama of the whole of the Italian Riviera, eastern and western.

THE ROOFS OF SANTA MARGHERITA seen from the Via Aurelia. In the background is the Ligurian Gulf

RAPALLO clustering about the placid waters of its lovely gulf

Close to Santa Margherita, in a setting of similar beauty, is Rapallo, famed for its mild and equable climate, and a centre with a gay social and sporting life in which golf and tennis figure largely. It is ideally situated for excursions, since a funicular railway enables the visitor to ascend the neighbouring mountains to the secluded sanctuary of N.S. di Montallegro, and you can go by sea, round the picturesque headland of Portofino, to San Fruttuoso, with its tombs of the famous family of Doria, or along the beautiful coastal road by Santa Margherita to the inlet of Paraggi, with its rock-crowned castle, and to the old monastery of Cervara, where after the disastrous battle of Pavia, on his way to captivity in Madrid, King Francis I of France was confined. Rapallo, as a winter resort, gains in popularity year by year.

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Travel Notes

A WINTER HOLIDAY IN INDIA

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Travel by rail has now been brought to such a pitch of perfection in India that it is possible to tour the length and breadth of the country, visiting almost all of its centres of interest, in a state of unsurpassed comfort and luxury, by chartering your own specially-equipped tourist car and cruising about at will. Knowing India from one end to the other, from the Khyber Pass to Cape Comorin, I cannot conceive a more delightful winter holiday. Each "cruising" car, with accommodation for three to ten persons, is fitted with a day saloon containing specially sprung chairs and couches, sleeping compartments with bedsteads and dressing-tables, bathrooms adjoining with white enamelled baths, and a well-arranged kitchen. Catering firms connected with the Indian State Railway will, for a fixed rate per day, undertake all catering arrangements, providing the necessary servants.

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To travel thus, at your leisure, in, so to speak, your own home enables you to gain an invaluable knowledge of the ancient land of India and to experience a most enjoyable and certainly a unique holiday.

Correction.—We regret that an error was made in quoting in the September 30 issue of THE SPHERE the cost of the 1934 British Columbia Government Inspectional Tour at considerably less than £70. This should have read as "considerably less than £172 10s."

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Books (*Continued from p. 66*)

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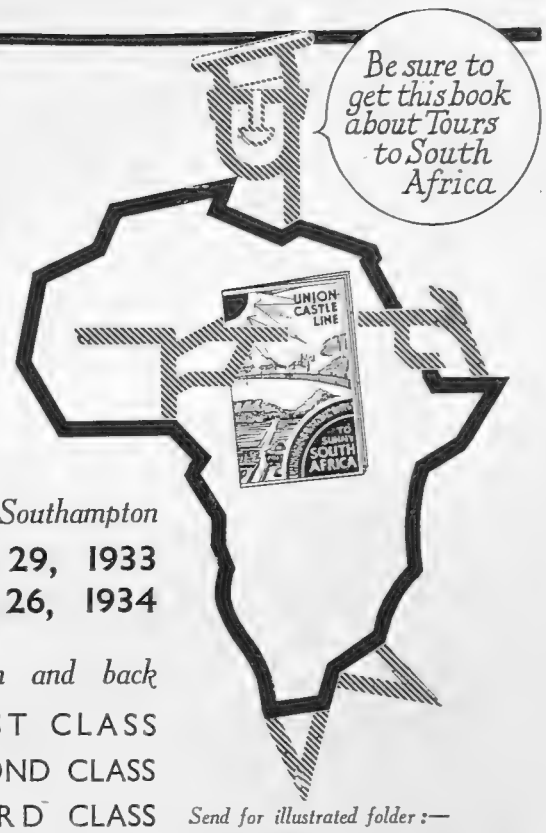

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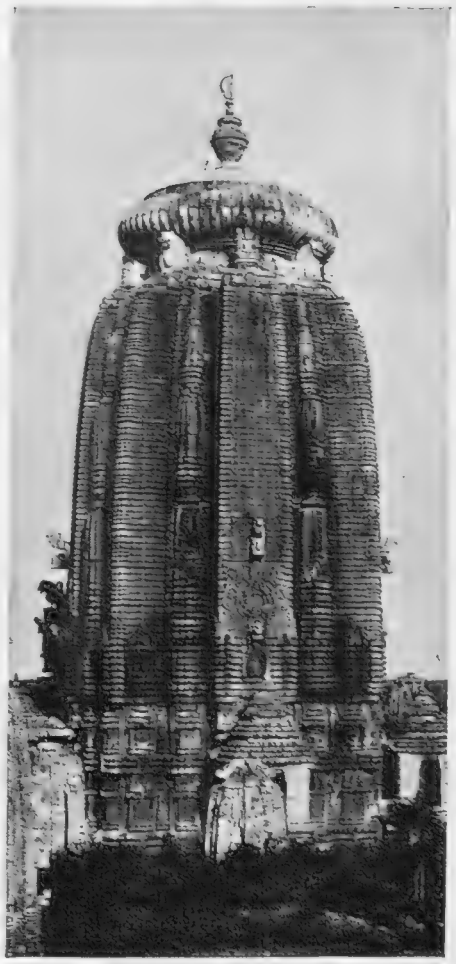

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LADY JELLICOE (right) kissing the bride at the reception following last week's wedding at St. Paul's, Knightsbridge, between Captain Lord Willoughby de Broke and Miss Rachel Wrey, daughter of the late Sir Bourchier Wrey. The bride wore a gown of gold and cream brocade with long sleeves puffed at the elbow

THE ORDER REVERSED: While the ambition of most maids is to become film stars, Miss Ellen Sylvin, a successful player in Finnish films, has changed the order of things by taking a position as a domestic servant in a house in Belgrave Square. She is working in London to gain a thorough knowledge of English

MLLE DELU AND M. ANDRÉ who followed up their success at the World Dancing Championship in Paris by winning the Grand Prix at a recent Competition at Blankenberghe

A SHOCK FOR GOLFERS: Miss Gloria Minoprio wearing the black trousers and jersey which caused a sensation at the Women's Golf Championship at Westward Ho

MRS. DOUGLAS FAIRBANKS, better known as Mary Pickford, being conducted round the Chicago World's Fair by Mr. Tom O'Malley, one of the exhibition's expert guides

THE ROMANCE OF THE CAPE LINERS

(Continued from p. 56)

The founder of the Castle Line, Sir Donald Currie, was born in Greenock in 1825. He first of all worked for the Cunard Line, and then decided to become a shipowner himself. He preferred not to compete with his former employers, and founded a service of sailing ships between Liverpool and Calcutta. After ten years he decided on steamers, but, while they were being built, decided to employ them on the South African trade instead.

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During the Great War at one period the entire fleet of the Union-Castle Line, with the exception of three small cargo boats, was chartered by the Government. Four of the ships did great work as armed cruisers. Nearly 350,000 invalided officers and men were landed from others of the fleet, which were used as hospital ships, at Southampton alone. Their service to the Allies extended from Mesopotamia to the United States, and from Russia to India. They did particularly good work in the Gallipoli landing. Needless to say, there were heavy losses, no fewer than eight of the company's steamers being lost either through mines or torpedoes.

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then on the left you'll see an exponent of the dropped shoulder line, effected by means of a cape, in a suit that's called **"a spot of lunch?."** it's a four-piece ensemble, with cape, jacket and skirt in windswept lainage, and the crepe blouse in two-toned harlequin manner. the price is but **6½ gns.**

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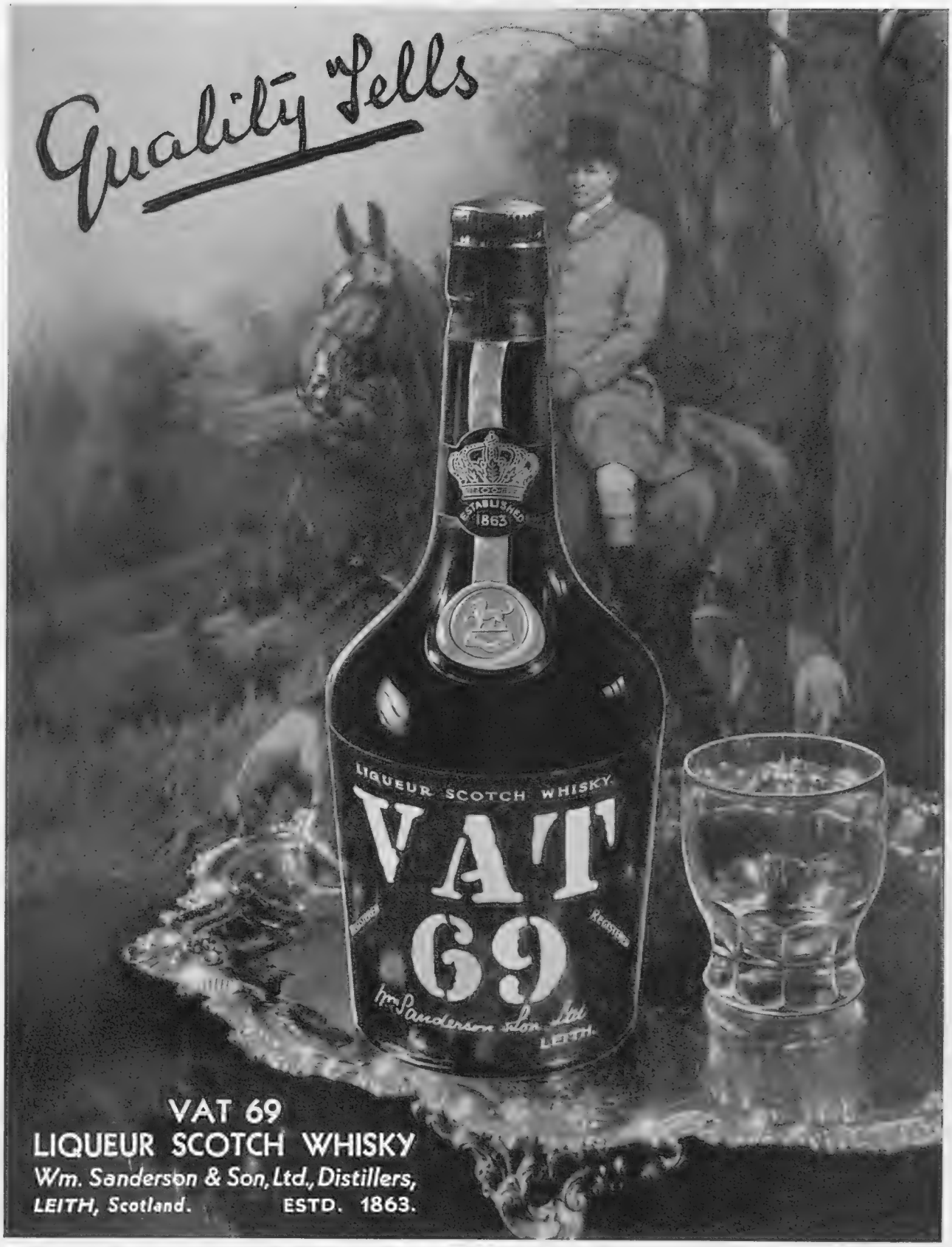

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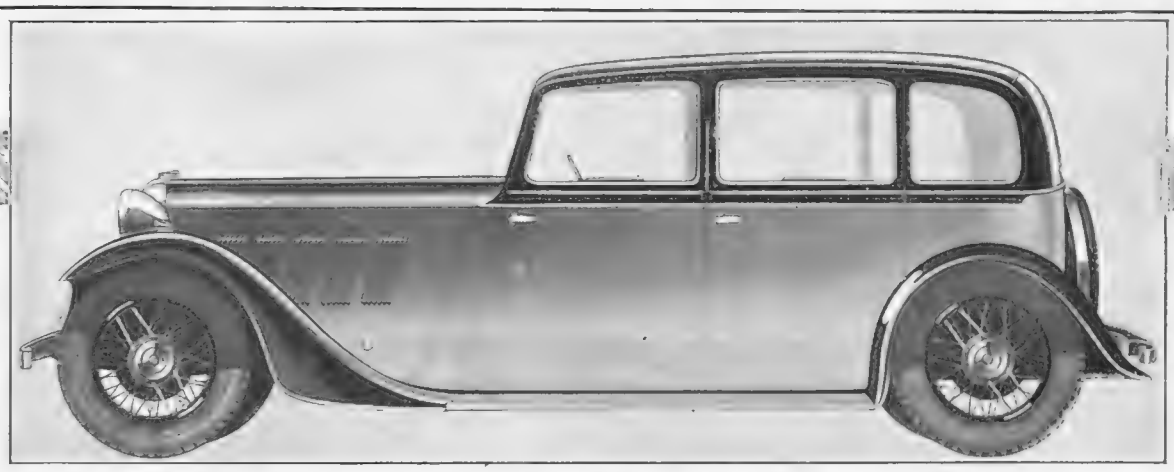

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THE CARS of '34

A SURVEY OF THE OUTSTANDING EXHIBITS OF THE TWENTY-SEVENTH MOTOR SHOW

By

A. PERCY BRADLEY,

M.I.A.E., A.M.I.Mech.E.

(Clerk of the Course, Brooklands, and "Sphere" Motoring Correspondent)

Once more time has come round once more, and this year I think we must all agree that Olympia promises to be far more interesting than has ever previously been the case. Last year the attendance showed that the motoring public were patronizing the annual exhibition to a greater extent than during 1930 or 1931, and there is every indication that this year the crowds will be even larger.

The 1933 Olympia will undoubtedly be known in years to come as the "silent" exhibition, because practically every motor car shown under its roofs will be equipped with a silent change gear-box. Whether motor manufacturers are to be looked upon as sheep following each other or as a very highly intelligent body of human beings who have all thought of the same thing at the same moment, matters little; the result is the same. If gear crashing prevented novices and the more timid of the fair sex from taking up driving there will be no such excuse from now onwards, and I verily believe that this easy gear-change era, which has now commenced in earnest, will induce an amazing number of new motorists to take to the road. I am also of the opinion that the advent of this important improvement will mean that cars will last longer than before. The less expert driver, both male and female, used consistently to hold on to top gear almost to the point where the engine would stall, with the result that unnecessary strains were imposed on the engine and the car in general. From now onwards gear changing holds no terrors even for fools.

Visitors to Olympia, or at least those who are seriously minded on motoring matters, should study the various methods that have been adopted by manufacturers in order to obtain the desired result of noiseless gear changing. I feel that everyone who drives a motor car is in a certain way indebted to that well-known Coventry firm which for a number of years ploughed a lonely furrow by including a Wilson type pre-selector box in their specification. There may have been other efforts to popularize easy gear changing, but this particular firm had the courage of their convictions, and there is no getting away from the fact that the success of their daring experiment is directly the cause of the present-day popularity of easy gear changing.

Visitors will notice that some firms fit Wilson type pre-selector boxes, others a free-wheel, others synchro-mesh gears, and quite a number see fit to incorporate two or more of these alternatives in the same chassis. It is far too early at this stage of development to give a definite opinion as to which type has come to stay, and it is too soon for the general public to find out for themselves what are the disadvantages. Works may test and scientists may design intricate machines to produce wear and tear in the laboratory, but there is no more certain or more thorough testing apparatus than the hands of the average private owner.

Wrapped up with easy gear changing we have automatic clutches, but these are not yet found on the majority of cars. The fact that we now have more than one type would tend to show that before very long the present clutch pedal as we know it will disappear. In fact, if motoring, as scientists declare, is to be the cause of human beings losing the use of their limbs the motor car itself will adapt itself before it is necessary, by dispensing with all controls except a small lever or a solitary pedal. We shall, therefore, still be able to motor even if our legs won't work.

For years THE SPHERE has been demanding that manufacturers should make greater use of the engine underneath the bonnet. Having all that power available, it does seem absurd that we should have been asked in the old days to start up our engines by hand, and even now we must all agree that it is ridiculous to expect a motorist to waste his energy in jacking up a car or in pumping a tyre. Before many Olympia Shows have passed, I am convinced that the engine will do everything that has to be done on a car. Even the present exhibition can show its visitors that they will have to exercise less thought and expend less energy in using their cars than during the past year.

For example, almost every car is fitted with electric signalling devices so that the driver is no longer called upon to stretch out an arm to indicate to other traffic his intentions. Engine starting on many cars has been simplified; should it be stalled the driver has no longer to press a button on the dashboard or hunt for a starter switch on the floor boards; he merely opens his throttle by depressing the accelerator pedal in the ordinary manner as if the engine was turning round, and that automatically operates the starting motor.

Opinions differ widely as to the best way of viewing an exhibition such as is now staged at Olympia. People who blow in and wander about aimlessly for three or four hours, and then complain that they have seen nothing but have become possessed of a throbbing headache and enlarged pedal extremities, have no one but themselves to blame. After all, if these unpleasant results are felt, it is far better to have seen all that is best in the Show rather than be uncomfortable for nothing. Visitors who go merely to sightsee without any idea of buying at that time or soon after, but who are genuinely interested in motor cars, would be wise to take the various aisles in turn. Go through the whole lot fairly rapidly and make a mental note of the stands that attract so as to pay a return call. Motorists or would-be motorists who make a visit with the object of buying a new car would do well to settle before they start for Olympia the price limit to which they are willing to go. Then, before they ever reach the turnstiles, they should decide by themselves or in conjunction with those that matter the type of body which is to be preferred.

Having made all these decisions the actual makes and models of the cars which fulfil these requirements should be noted down, so that when on arrival at Olympia a catalogue is bought no time is wasted in inspecting the exact cars. It is always well to remember, too, that the only satisfactory course is to consult the local agents. Usually they will arrange to have a representative on the stands concerned who will give all the information and assistance desired. What, perhaps, is more important is that the local agents will gladly arrange for a demonstration run so that the would-be purchaser can compare the various cars' performances on the road.

Whether the visitor is merely a sightseer or a serious buyer the accessory section should not be missed. Many people I know always start with the accessories and afterwards transfer their attentions to the cars. Whichever course is adopted, see that they are not missed.

AUTUMN MOTORING: Through the splash at the foot of Croydon Hill, near Timberscombe, Somerset

NOTABLE CARS OF THE SHOW:

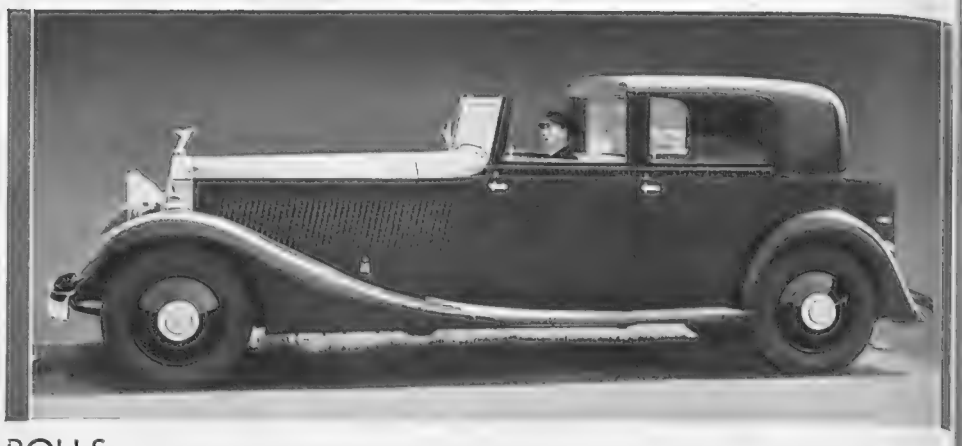
By A. PERCY BRADLEY

ROLLS-ROYCE. — The Rolls-Royce exhibits consist of two each of the large and the small models, all fitted with the very latest in luxury coachwork, handmade with marked individuality, and once again typical of the best products of the British automobile industry. There are never any sweeping changes between the Rolls of one year and that of the next, but each season sees the introduction of a few well-tried and desirable features which have the effect of making the best just a little better.

Synchro-mesh change was introduced last year and with it the silent third ratio. Now the second gear is also of the same pattern, this improvement applying to the 40/50- and the 25-h.p. cars. Silenced carburettors of a new type and an improved exhaust system have rendered the cars better than before in matters of acceleration, speed, and silence, and there has been a consequent improvement in the braking mechanism in order that the cars may keep abreast of the ideal of their manufacturers.

The cars are fitted with a centralized lubrication system, feeding not only the important points of the chassis but between the spring leaves, and, even more important, a system of lubricating the cylinder walls when the starting or rich mixture carburettor is in use.

The two Phantom models on show are both priced within a few pounds of £2,500. There is an enclosed seven-seater limousine by Hooper on the long or 12 ft. 6 in. chassis, finished in blue and black and with a great dignity and an air of refinement inseparable from a well-bodied Rolls-Royce.



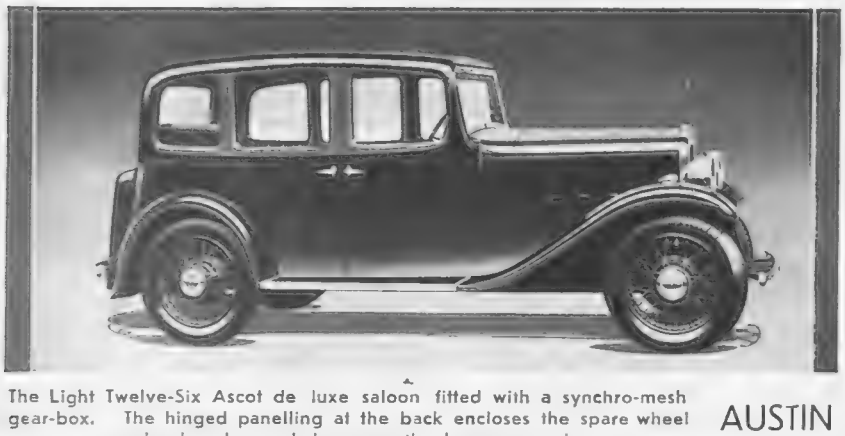
ROLLS-ROYCE

A Hooper Sedanca mounted on the 40-50-h.p. chassis. The car is painted black and relieved with a thin white line. The interior is upholstered in West of England cloth

that the amount of business done easily surpassed that of the previous year. Now I am informed that the orders taken for new cars since their introduction on August 15 last are far and away better than ever, and these statements certainly prove better than anything what well deserved strides this vast undertaking is making.

The three new models that are making their appearance on the stand are the Carlton long-wheelbase saloon (with the 18-h.p. engine), the Ascot Light Twelve-Six saloon and the little sports two-seater Seven. The last mentioned, like all the Austin range, now has synchro-mesh mechanism between the third and top gears, and helical, silent pinions for all but the lowest speed.

The Seven, Light Twelve-Six, and the Sixteen will all be shown in stripped chassis form, the larger types displaying the new cruciform frame construction and several other important improvements. Returning again to the finished car exhibits, the Sixteen Westminster which is on view incorporates a powerful radio set with the controls mounted on the instrument board.



The Light Twelve-Six Ascot de luxe saloon fitted with a synchro-mesh gear-box. The hinged panelling at the back encloses the spare wheel and, when lowered, becomes the luggage carrier

AUSTIN

The 14-h.p. Winchester saloon showing the flush-fitting sliding roof in the open position. Nine Riley models are on view this year

RILEY

RILEY.—Concentrating on an improvement in existing models rather than the introduction of anything likely to upset the well-established markets that they have built up, the 1934 Rileys are basically the same as those of last year. The most important change is one that can be obtained as an extra in the form of a pre-selector gear with a centrifugal and automatic clutch. This gives the advantages of a free-wheel and simplified gear manipulation. It is so arranged that the clutch operates automatically as soon as the engine revolutions have reached a certain low point.

Cross-braced frames are used for this year and the bodies, which previously had fabric covering for the rear top quarters, are now all-panelled. "Knock-on" hub caps have taken the place of wheel nuts and there has been a reduction in weight in the case of the 9-h.p. models, this meaning better performance, particularly in regard to acceleration. The engine suspension has been still further modified to ensure greater shock insulation, and outward appearances have been improved by the redesigned front wings and integral running-boards.

Once again, all the cars on the stand, with one exception, will be finished in blue, a new shade known as "Mendip" taking the place of the "Cotswold" blue which was used throughout the show exhibits last year.

Nine Rileys are on the stand, four of them taking the form of Nines, three of the Light Twelve-Six, and two Fourteens. The well-known Monaco is shown with the new type of gear and clutch, and its price is £325. The standard Monaco remains as it has done for so many years at £298. The Lincoln coupé, the Kestrel saloon, and the new Imp two-four seater, are all extremely pretty, the last mentioned being a capable looking sports car but possessing a high standard of comfort nevertheless.

The Kestrel is probably the most striking of the 6-cylinder 12-h.p. models exhibited, its streamline back giving a clean line which has the merit of being scientific from a windage point of view as well as pleasing to the eye and easy to clean.

MORRIS.—The programme of Morris, being one of the largest British manufacturers, is indicative of the progress that the industry is making season by season. One can peruse the details of the new models and accept the story that they tell as proof positive of the well-being of the country's fourth largest industry

The Morris Oxford and Morris Cowley range still remain, and in addition there are the Morris Minor, the Isis and the 25, and the new Tens. There is, however, such a vast choice of type in each class that the list becomes almost bewildering. Nevertheless, it is safe to say that there is a Morris product to meet the demands of every type of motorist, and even the most expensive which is the 25-h.p. saloon costs no more than £395 in its most luxurious form

The Cowleys have been improved almost out of recognition. They have a new 4-cylinder engine, still taxed at £12, really commodious bodies in which five people can sit in comfort, leather upholstery, and in common with all the larger Morris models, the benefit of a new cruciformed frame. Then again the radiator is entirely new, gently sloping backwards and enhancing the greatly improved lines of the coachwork.

The new Cowley Six saloon, which is on view, costs only £220 and offers every conceivable refinement that a reasonably-minded person might demand

The Oxford models have always been regarded as representative of that select group intended to appeal to the man with a little more money to spend. In return, the manufacturers have incorporated a number of expensive extra items which, while not actually essential, make for greater comfort and convenience. Amongst these is the Bendix automatic clutch control which comes into action when the accelerator pedal is operated. The body work too is still better, embracing such refinements as a collapsible front seat arm rest, occasional tables in the rear compartment, and foot rests.

The little Morris Minor now has Lockheed hydraulic brakes, synchro-mesh twin-top four-speed gear-box, leather upholstery, and a host of other improvements, all of which are offered at prices very little above three figures.

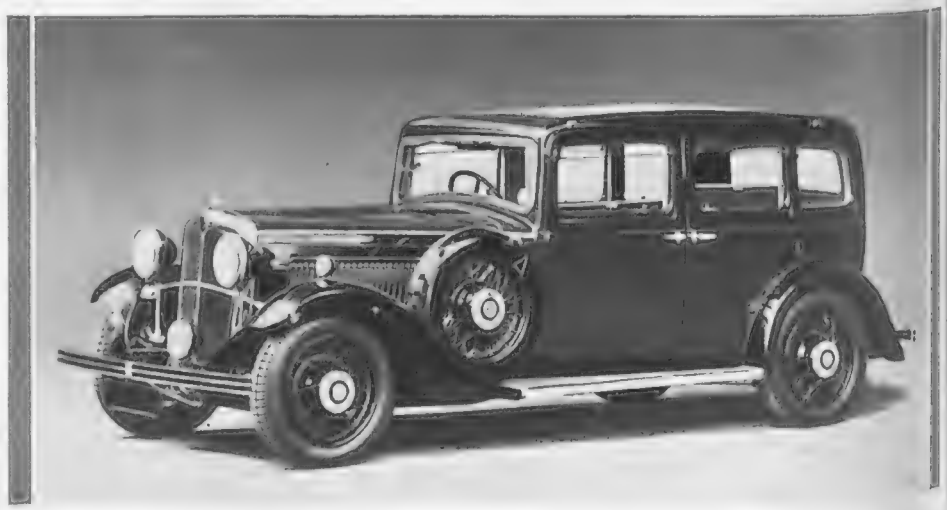
(*Continued on p. 83*)

The Barker Continental saloon on the short chassis which has a 12 ft. wheelbase is outwardly finished in blue and grey and with blue leather for the seating. Needless to say, it is equipped in the best possible manner from stem to stern, an in-built jacking system and instantly variable shock absorbers being two items that prove how much the "owner-driver" aspect has received close attention.

That the smaller Rolls-Royce is quite able to accommodate a roomy seven-seater body is evident from an inspection of the Thrupp & Maberly enclosed limousine on the 25-h.p. chassis. The price of the complete car is £1,560 and except for its smaller engine it is in every way as beautiful as the larger cars. The finish everywhere, no matter where one might look without or within, is perfection itself and, although designed as a chauffeur-driven car, there is ample front seat comfort for it to be regarded as a car that the owner or his wife might drive without hesitation.

AUSTIN.—A few additions to the existing range of Austins has brought the total of cars offered for 1934 up to fifty, and no fewer than eight complete cars and three chassis are exhibited at Olympia this year, on Stand No. 116. On another stand, No. 82, there will be a working model of the synchro-mesh gear-box in the Ten-Four chassis and the idea of incorporating this chassis demonstration department of the Exhibition will undoubtedly be extremely popular.

The dividends recently declared by the Austin Motor Company and the report of the past year's trading that accompanied the announcement revealed



MORRIS

An Oxford saloon which now has a synchro-mesh four-speed gear-box with free-wheel and a Bendix automatic clutch control. For the comfort of the passengers, an occasional table is provided behind the front seats

A POPULAR NEWCOMER: The Vauxhall Light Six. This popular model is described enthusiastically by our motoring correspondent below

THE PETROL WORLD

By A. PERCY BRADLEY, M.I.A.E., A.M.I.Mech.E.
(Clerk of the Course, Brooklands, and "Sphere" Motoring Correspondent)

The 1934 Vauxhall Programme for Olympia.

New 20 h.p. Big Six and 27 h.p. Limousine Models

No-Draught Ventilation for Healthier Motoring

The Vauxhall programme for 1934 certainly appears to be based on quality rather than quantity as far as models are concerned. Some of the new programmes ask motorists to choose from fifty or more different models, a task which is liable to be arduous and perhaps lead to confusion. No such trouble should be experienced by anyone who has put down Vauxhall cars for consideration. In short there are two models listed—the Light Six with 12-h.p. or 14-h.p. engine) and the Big Six. On each, various types of body are available but the choice is not absurdly large, there being in all fifteen different styles, varying in price from £195 to £550.

Before I commence to describe these various models in detail I would like to say a few words regarding the name Vauxhall. Vauxhall cars are not a recent creation, for the name has been honourably associated with mechanical locomotion from the very early days of the motor car. Those who were responsible for the car's manufacture right from the very beginning realized that nothing gave them experience better or more quickly than the racing track. The early race cards of Brooklands, to which I have referred to, show that Vauxhalls did not waste much time after the opening of the Weybridge track before they started winning races thereon. These race cards also give proof that Vauxhall successes were consistent and carried on for many years.

I may be accused of being prejudiced, but I believe very strongly that no motor car can be a real thoroughbred unless it has some racing blood in its veins. One has only to sit behind the wheel and drive a car which comes from a factory which has patronized racing at some time or other, to appreciate those little subtle niceties which do not manifest themselves in every car. Participation in speed contests does not necessarily mean that the makers only find out how to make their products go fast. Parts have to stand up to severe buffeting; steering, brakes, springs are just a few of the things which have not only to work under severe conditions but to work nicely and definitely. Much of the information derived from racing filters through to all motor manufacturers, but the little niceties to which I have referred do not, and it is these that just make the difference between driving and pleasant driving.

The Vauxhall Light Six, which was brought into a state of production late in June last, has been sold at an astounding rate, over 4,000 being already in the hands of the public. Before this model appeared the company very wisely enlarged their factory and entirely reorganized their whole organization, anticipating that the new car would prove a good seller. Even now, before it is six months old, the planned production has had to be increased considerably in order that deliveries may keep up with demands.

The experience derived from producing these cars since June has shown that no great alterations are called for, and the company very wisely have decided to market the Light Six almost unaltered for 1934. A few minor refinements have been incorporated, but the public will be pleased to learn that prices, in spite of the general tendency, will remain as they were. Early in the New Year an additional body model will be introduced—a four-seater coupé which will be priced at £230.

For this new season which we have just commenced an entirely new Vauxhall has made its appearance, and deliveries will start early in 1934. This new car is the direct successor of the now-famous 16'9 Vauxhall Cadet. As I have remarked above, it will be known as the Big Six, and it possesses a 19'8-h.p. engine (£20 tax). Although this new car will be distinguished by having the well-known and greatly-beloved fluted bonnet which has been a characteristic of Vauxhalls for many years, it has been brought into the general design of the car in such a way that it adds to the tone of modernity rather than makes it appear old-fashioned. Other manufacturers have not found it possible to retain an old and pleasing feature such as this, because they were not always clever enough to overcome the criticism which might be levelled at them of adhering to antiquated ideas. Somehow or other one cannot imagine a Vauxhall car without its fluted bonnet, and so it is joyful news to learn that even in the latest 1934 productions it is still retained. The chassis length of the Big Six is 111 ins., but there is also a longer chassis—130 ins.—powered by a 27-h.p. engine, designed for the requirements of those owners who desire to possess an ultra-roomy limousine. For export, by the way, the 27-h.p. unit will be supplied with the 111 ins. Big Six chassis.

I will now go back to the Vauxhall Light Six, and first of all make a few remarks regarding its general specification. To start with it possesses a 6-cylinder, overhead valve engine, having a detachable head and a 4-bearing crankshaft, fitted with an efficient vibration-damper. In conformity with the very latest modern practice the engine is completely insulated from the frame by means of rubber mountings. This engine is offered in two sizes, one of 12-h.p. and the other of 14-h.p.; those figures also representing in pounds the annual tax. The smaller has a capacity of just over $1\frac{1}{2}$ litres, and the larger of just over $1\frac{3}{4}$ litres. Naturally with the larger engine the acceleration is better, but the over-all speed is not vastly greater. The difference in petrol consumption is very slight, being about 3 m.p.g. in favour of the smaller unit. In these days when acceleration counts for more than anything else there is much to be said in favour of the larger engine, but on the other hand it must be remembered that the smaller one has a performance which is well above the average, and really takes a lot of beating. Ignition is by Lucas coil and distributor fitted with an automatic advance, whilst the carburettor is of the latest Zenith down-draught type. In connection with the carburettor a very clever idea has been incorporated. Most of us know that when starting from cold the air-choke has to be manipulated, and it frequently happens that, when the engine heats up and will take all the air it is given, the driver forgets to unchoke his carburettor. The immediate resultant troubles may not be noticeable, but in the long run serious consequences can follow. On this Vauxhall, however, the driver is protected against his own foolishness. By opening the choke the engine is automatically set for easy starting. There is no necessity to manipulate throttle control, and should the choke be left too long in the position it was placed for starting a weird piercing noise makes itself heard, and warns the driver that the engine would now prefer lighter food.

A single dry-plate clutch transmits the power through a gear-box giving the usual reverse and four speeds forward. The third and top gears are of the synchro-mesh type so that the driver obtains easy silent changes up from second to third and third to top, and coming down from top to third. The control lever is placed centrally, and oil to the gear-box is introduced through a conveniently placed oil-filler, while the level of the lubricant is ascertained by means of a dip-stick.

Whilst referring to the Vauxhall synchro-mesh gear-box, I would like to draw attention to the fact that all synchro-mesh boxes are not the same. At the present moment nearly everybody imagines that with the synchro-mesh box easy silent changes must of necessity eventuate, but in actual practice this is not the case. On some cars a really noisy change can be produced by the ordinary driver if he changes his gears too quickly. As it is often desirable to drop down from top to third when ascending a steep hill or during moments of traffic stress, the shortcoming of these inferior boxes makes itself unpleasantly noticeable. The design adopted by Vauxhalls for this unit—and which they pioneered on British cars—is such that a noisy change cannot result, and although the details of construction may not be identical the principle adopted is more or less the same as that seen on the latest Rolls-Royce cars. The driver of a Vauxhall need, therefore, have no fear of changing his gears as rapidly as he can.

SYLVAN SURROUNDINGS: This riverside setting shows off the shapely lines of the new Vauxhall Light Six to good effect. The model illustrated is the Standard Saloon—a best seller, and rightly so, at the modest price of £195

VENTILATION WITHOUT DRAUGHTS: This new Vauxhall Big Six Saloon incorporates the Special Vauxhall No-Draught Ventilation System. With No-Draught Ventilation each occupant can individually control the ventilation in his or her portion of the car

THE GREATEST CONTRIBUTION TO COMFORT SINCE THE INTRODUCTION OF THE CLOSED CAR—

VAUXHALL SPECIAL SYSTEM OF NO-DRAUGHT VENTILATION

ON LIGHT SIX DE LUXE SALOON & COUPE—ON BIG SIX SALOON.

WITHOUT Vauxhall No-Draught Ventilation, annoying draughts may enter the car resulting in discomfort to the passengers.

WITH Vauxhall No-Draught Ventilation, you can enjoy fresh air without rain or draughts entering the car.

WITHOUT Vauxhall No-Draught Ventilation, eliminating smoke may subject the occupants to annoying draughts.

WITH Vauxhall No-Draught Ventilation, each occupant can individually control ventilation and eliminate discomfort.

WITHOUT Vauxhall No-Draught Ventilation, rain and cold weather often cause the windscreen and windows to become cloudy.

WITH Vauxhall No-Draught Ventilation, the controls can be adjusted to prevent clouding of windows and windscreen.

ANOTHER NEW VAUXHALL

follows outstanding success of the Light Six

The 20 h.p. Big Six Saloon £325

AS ILLUSTRATED

THE NEW VAUXHALL BIG SIX is a larger, more powerful, more luxurious car than its famous predecessor—the Vauxhall Cadet.

FEATURES OF THE BIG SIX.—20 h.p. six-cylinder engine (£20 *tax*) . . . 111 inch wheelbase with forward engine mounting giving exceptionally roomy coachwork . . . entirely automatic chassis lubrication . . . pedomatic starter which eliminates the annoyance of engine stalling . . . new exhaust heated induction system . . . down draught carburetter . . . down swept tail with concealed luggage compartment.

SYNCHRO-MESH easy change gear box with four forward speeds and silent third gear. The Vauxhall Super Synchro-Mesh is fitted with an automatic checking device which gives a faultless change *no matter how quickly the gear lever is moved.* Vauxhall were the British pioneers of Synchro-Mesh.

NO-DRAUGHT VENTILATION. The Motoring Press, Doctors and Owners alike say that No-Draught Ventilation, as fitted to the Vauxhall Big Six Saloon, is the greatest contribution to motoring comfort since the introduction of the closed car.

THE SEVEN SEATER LIMOUSINE MODEL with 27 h.p. engine on long chassis (130 inch wheelbase). Coachwork by Grosvenor, £550.

Deliveries of the new Big Six will commence early in 1934.

VAUXHALL LIGHT SIX
THE OUTSTANDING LIGHT CAR OF THE YEAR

Four months old and already a best seller. Two horse powers, 12 h.p. and 14 h.p. Four speed gear box with Vauxhall Super Synchro-Mesh and silent third gear. The special Vauxhall system of No-Draught Ventilation is fitted to the De Luxe Saloon and the new coupe.

12 h.p. (£12 *tax*)
STANDARD SALOON - - £195
12 h.p (£12 *tax*) or 14 h.p. (£14 *tax*).
DE LUXE SALOON - - - £215
COUPE (*available early* 1934) - - £230

See the new Vauxhalls on Stand No. 145 *at Olympia. Full particulars from your Local Vauxhall Dealer or write direct to Vauxhall Motors Limited, Edgware Road, The Hyde, London, N.W.*9.

THE PETROL WORLD

(Continued from p. 79)

From the gear-box the drive is taken by a tubular propeller shaft with two universal joints of the metal Hardy-Spicer type. The rear axle is semi-floating and the final drive is by spiral bevels.

I always think that the steering of a car either mars or makes a model. It is one of the few important parts with which the driver is always in contact and which he must always be manipulating. Far too many manufacturers omit to give sufficient attention to the design of their steering system, but I have found from practical experience that such an accusation cannot be levelled at the Vauxhall concern. The steering here is light, positive, and the design is such that the car can be turned from right to left in 34 feet. The brakes, too, are good—in fact they are efficient enough to allow even the cautious driver to use the full power of the engine almost anywhere. I try each year numerous cars where the brakes are so poor that I have definitely been frightened to avail myself of the full power of the engine unless I was travelling along some such highway as the Great North Road. These brakes allow the Vauxhall to be let out on almost any road. Other points in the specification of this Vauxhall Light Six are: Semi-elliptic springs of great length, front and rear, hydraulic shock absorbers of Vauxhall manufacture all round, chassis lubrication by high-pressure gun, wire wheels, medium pressure tyres, rear stop lamp, bumpers front and rear, rubber pads to clutch and brake pedals, and a very complete instrument panel. This latter fitment includes a speedometer with trip-readings, an eight-day clock, electric petrol gauge, ammeter, oil pressure gauge, inspection lamp socket, charging and ignition switch, ignition warning light, combined hand throttle and mixture control for starting, engine switch, and ignition lock.

A very ingenious quick-action clamp with lock is provided for the spare wheel. So ridiculously simple is its design that I wonder no one has thought of it before. Another point deserving of special mention is the three-rate charging dynamo. The first gives a light charge for ordinary summer touring; the second will usually be employed for winter touring; whilst the third, which gives the highest rate of all, comes into operation automatically when the lights are in use. Whilst talking of electrical equipment I would like to impress upon readers that instead of the usual hand-operated dimmer switch a foot-operated control is provided; having used this myself on the last two cars I have owned I can say with confidence that this method of operating the dimming system is twice as convenient as that usually employed. Another example to show how thorough the electrical equipment has been thought out is given by the fuse box. Here the owner will notice that the Vauxhall Light Six has four separate fuse circuits. One protects the headlights, another the side and tail lamps, a third the petrol gauge and stop light, and the fourth the windscreen wipers and any other additional lights that may be fitted. On many cars it is annoying when a fuse goes to find that the whole electrical equipment has been put out of action until the fuse is replaced.

As a result of actual trial on the road I can confidently assert that the Vauxhall Light Six has no superior in its class. As one would expect from a car emanating from what was once a racing stable the car holds the road perfectly. This is another point which permits the driver to utilise the full power of the engine whenever he desires. I also noticed that the large air cleaner and silencer fitted to the carburettor completely eliminated the usual hissing noise of the air intake.

I now come to the new Vauxhall Big Six, which is the successor to the well-known 16·9 h.p. Vauxhall "Cadet." Most of the particulars which I have detailed in connection with the Light Six apply equally to its larger brother. The general specification includes crankshaft running in four main bearings, engine mounted on rubber in frame, ignition by Lucas coil and distributor with automatic advance, and the petrol mixture supplied by the Zenith down-draught carburettor, with interconnected choke and throttle levers. The air-intake is fitted with a combined air-cleaner, silencer, and flame-arrester. The cooling water is helped in its circulation by an impeller and a fan assists the cooling function of the radiator; single dry plate clutch and gear-box giving the usual reverse and four-speed forward with easy change synchro-mesh mechanism on the top and third gears, both of which are silent. The steering is constructed on the Marles Weller patent helical cam and lever principle, whilst the suspension is carried out by long semi-elliptic springs in conjunction with hydraulic shock absorbers. The specification is full of good things, which are all detailed in the catalogue of the car.

This new Vauxhall Big Six is a production into which all the experience gained from innumerable successes in the competition world in past years has been built. The power from the engine is quite out of the ordinary, due partially to the highly scientific spherical combustion chamber which permits a high compression to be used without the usual disadvantages. This power is not of the rough kind, but is soft; but nevertheless it is there and can be used, because this new Vauxhall is first and foremost a real safety car. The driver can instantly drop from top to third without noise, and thereby use his engine as an auxiliary to help the brakes, which are highly efficient and which are nice and easy to operate. The road-holding qualities of the car allow the pilot to use all his braking power without fear of skids or wobbles.

The Vauxhall engineers have shown in this new model that the dynamo and accumulators are installed to be used wherever possible for the convenience and assistance of the driver. The usual horn button and the lever for the direction indicators are incorporated in the steering. The latter only requires just a touch in order to send up the proper illuminated arm which acquaints other traffic of the direction the car is to take. These indicators return to their normal position automatically. A pedomatic starter is another electrical fitting which is a true joy to the driver, for should the engine stall a slight depression of the accelerator pedal brings the engine to life again. The headlamps are dimmed by a touch of a toe on a conveniently placed floor switch. These few examples show how thoroughly the Vauxhall engineers have considered the driver by making use to the full of the electrical energy available.

A unique feature on the Vauxhall Big Six saloon, as on the *de luxe* models of the Light Six, is the no-draught ventilation system incorporated. Every one of us has experienced the difficulty of persuading fresh air to enter the interior of a saloon without causing a draught. The body on my own particular car probably cost more than the most expensive complete Vauxhall Big Six, yet I have not yet discovered how to ventilate it without having a draught blowing on my own face or on those of my passengers. The Vauxhall system is ridiculously simple, and it really does do the trick. What is more, every one of the occupants can arrange his or her own ventilation to suit their own particular requirements. If the driver is of the type that likes to have an icy blast on his face the rear passengers have not to be tortured by being subjected to the same treatment against their will. The front halves of the two front windows and the rear lights are hinged at their tops and bottoms. The movement of the pivoted window is controlled by a small winding lever, such as one usually finds for raising or lowering an ordinary window. When this lever is turned round the front end of the pivoted window comes inside the actual body whilst the rear edge projects outwards. (By turning the handle to the fullest extent this pivoting pane of glass assumes a position flat on to the on-rushing air, or in other words, it is more or less parallel with the windscreen.) The simplest adjustment of this device allows the stale and polluted air to escape, but what is perhaps more important it allows at the same time fresh air to enter. Other ventilation systems usually provide a means whereby the stale air can get out, but no special measures are taken to replace it with a fresh supply. Sometimes the fresh air is allowed to come in, but the old air is not given any proper means of escape. The Vauxhall system is, therefore, to be highly recommended, particularly as each of the four occupants is master of his own comfort.

This new Vauxhall must prove to be a sheer joy to the owner-driver, and particularly the lazy owner-driver; he has not to worry about chassis lubrication—a job which is always a nightmare to the owner-driver. There is no getting under the car, there is even no necessity to fish out a grease-gun from the tool box. Furthermore, the owner-driver is not even asked to press a pedal in order to lubricate every part of the chassis. On this new Vauxhall Big Six the owner-driver has only to fill a small container under the bonnet and the engine automatically lubricates all the vital parts of the chassis. Could any greater convenience be conceived?

These Vauxhall cars are so remarkable that it is difficult to do them justice in cold black and white. I, therefore, suggest that every visitor to the Show should not leave Olympia until these Vauxhall models have been carefully examined.

INVERFARIGAIG CORKSCREW with its seven hairpin bends is a real teaser for almost any car. This Vauxhall Light Six romped up in second gear

NO-DRAUGHT VENTILATION: Vauxhall's important contribution to healthier motoring is clearly seen in the photograph at the right. Perfect ventilation is assured in the worst weather, and rain cannot beat in

Modern motorists have no need to "gang warily" through water splashes. The car shown is one of the new Vauxhall Light Sixes

NOTABLE CARS OF THE SHOW (continued)

By A. PERCY BRADLEY

HUMBER AND HILLMAN.—Two stands at Olympia are devoted to the products of the Humber-Hillman combine. No new models of the former have been introduced for this year's Show, but the Twelve, the 16–60, the Snipe, and the Pullman all incorporate a host of new features, the modernity of which emphasizes the steps that the manufacturers have taken to offer the very best possible motoring values.

Driving comfort has been brought to a fine art in these Humbers which now have a clutchless gear change incorporating a free-wheel, automatic starter which comes into action immediately the engine is stopped accidentally, synchro-mesh gear-box with silent drive on all gears, controlled ignition variation, and oil-pressure-actuated radiator shutters. The last mentioned is worthy of special note because, although the shutters are thermostatically controlled, they immediately shut to retain as much of the heat as possible the moment the oil pressure drops as, of course, it does when the car is stopped.

HILLMAN

The 1934 Minx is notable for the new imposing appearance produced by the cross-bow curved radiator. It is a worthy successor to last year's model

The Twelve, which costs £265 as a saloon, is also shown as a sports tourer at £285 and, with the new Vogue saloon, finished in dual tone grey and very expensively equipped at £335. The 6-cylinder cars on the stand comprise two 16–60-h.p. models, one with a saloon body priced at £435 and the other an outstandingly attractive foursome coupé at £495. The new Snipes, exhibited as a saloon finished in green and as a sports saloon in a delightful almond shade, are priced at £475 and £550 respectively; whilst the Pullman, which is the largest and most luxurious of the Humber productions, is also in attendance on the stand in the form of a £735 limousine.

The Hillman range, for which a separate stand is reserved in the Show, comprises the Minx and the Aero Minx, which in improved form are last year's cars, and then two entirely new products to be known as the 20-70 and the 16 h.p. The two last mentioned are 6-cylinder cars, absolutely up to date in every possible respect and yet reasonably priced. Ranging between £269 and £390, they provide what are definitely large cars, even to a seven-seater limousine or landaulette, and their refinements include free-wheels and synchro-mesh all four silent gear-boxes.

The Minx range of 4-cylinder cars are already well-established favourites. Carrying a £10 tax and low running costs, they have proved themselves admirably suited to full four-seater coachwork, and by reason of their "cushioned power" engine mountings they provide pleasant travel without any fussiness that one might otherwise expect in a small and heavily-laden car. The Aero models, as their name implies, are of sporting type, and the several new body styles on show are eminently practical and certainly most attractive. Incidentally, all Hillman closed models have a radio aerial built into the roof as a standard fitting, and a specially designed set is available as a reasonably priced extra if desired.

SUNBEAM.—The new Dawn 4-cylinder model, rated at 12·8 h.p., is the feature of the Sunbeam stand this year. This car has only just been introduced, and apart from the fact that it has an economical 4-cylinder engine where all other Sunbeams for many years past have been fitted with 6-cylinder units, the car is unique in many respects. Possibly the most modern development that is incorporated is the independent springing for the front wheels. A transverse leaf spring is fitted, anchored firmly to the chassis at the centre, with the result that deflection caused by a wheel passing over any irregularity in the road surface is not able to affect the spring farther than the centre point.

This new car is exhibited on the stand as a stripped chassis and also as a four-door saloon, the bodywork being specially designed for the new car and made in the Sunbeam works. Among the other modern aspects of this car are a Wilson pre-selector gear-box and a down-draught carburettor. Steps have been taken to ensure that the new model should be a true Sunbeam in miniature, the many superlative qualities of this make being found now in this newcomer just as in the larger cars, and yet at the reasonable price of £485 for the complete car.

Other models on show are the Twenty, Twenty-five, and the Speed model, all improved for the coming season and offered at prices ranging from £775 to £1,045.

ROVER.—Twelve months ago the Rover Company offered cars with controlled free-wheeling in conjunction with a four-speed gear-box with silent ratios for all but the lowest. With this combination, gear changing was offered in which the operation required a minimum of effort and no skill whatever, and the advantages of free-wheeling were always available if the driver wished to use them.

A spacious four-door saloon mounted on the Twenty-five chassis.

SUNBEAM

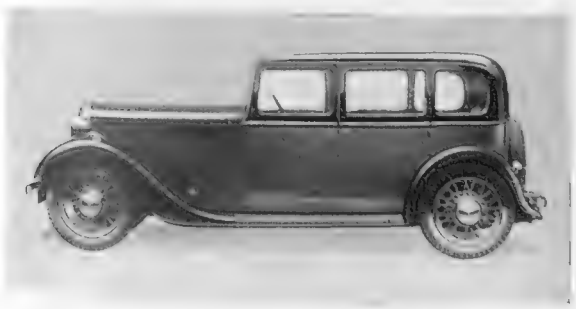
The enclosed luggage boot at the rear is fitted with two suitcases

Naturally, this far-seeing improvement is retained in the 1934 cars and there have been numerous other changes the sum of which makes the 1934 Rovers a fine range, offered in a sufficient variety of types to meet a big market. The Rover 10-h.p. model now has a three-bearing crankshaft 4-cylinder engine of new design, and overhead valves are used. The Twelve is another 4-cylinder product and it is entirely new, and next in order of size comes the Fourteen, a six retained with improvements from 1933 and of specially low build.

This is exhibited as an open sports car as well as with the Hastings coupé body, and there is an example of the new saloon on the same chassis. A lengthened wheel-base permits even roomier coachwork than before to be fitted for next season.

The largest of the range is the Speed Twenty, shown with a coupé body and priced at £495.

There are Rovers from £238 which applies to the 10-h.p. saloon, and all models have a patent stabilizer built into the front bumper with the object of eliminating torsional movement of the frame on uneven surfaces.



ROVER

The 10-h.p. saloon which now has a three-bearing crankshaft and a 4-cylinder engine of new design

BENTLEY.—There is probably no car within the Show this year that will be the subject of so much curiosity as the new Bentley. It has been awaited for a very long time and at last, almost on the eve of the exhibition, the curtains which shrouded its movements and behind which it has been subjected to the most exhaustive tests at home and abroad have been withdrawn, and the world may gaze upon something that is definitely an achievement.

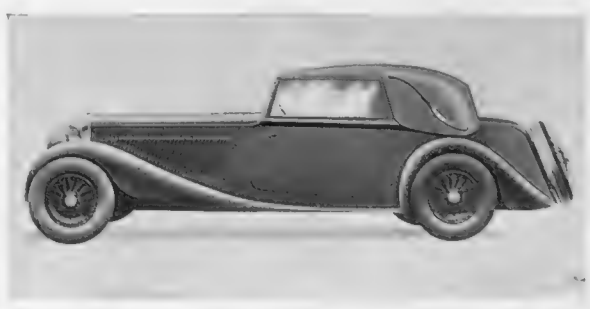
The car will be made in the Rolls-Royce works (it will be remembered that Rolls-Royce acquired the Bentley Company two years ago, when the latter ceased to produce the cars for which they were so famous), and it incorporates much that is more or less familiar in the 25-h.p. Rolls chassis. The chassis itself is, however, a very low one, specially designed for a sporting type of car; and on the road, from a preliminary run that I have been privileged to have, the car can quickly achieve an honest ninety miles an hour—can, of course, exceed this in favourable circumstances, and can do over seventy miles an hour in perfect ease on its third gear. There is no fuss anywhere, even when the engine is fully extended, and one cannot perhaps convey a better impression of the car than to emphasize that it is a modern Bentley backed and made by Rolls-Royce. The chassis is priced at £1,100, and with the imposing sports bodies, three examples of which are at Olympia on the Bentley stand, the prices are in the region of £1,400.

HOOPER BODYWORK.—The term British and Best can have no more truthful interpretation than in the coachwork section of Olympia. Each year there is a superlative display of bodies for motor cars designed to please the most exacting person with modern ideas, and built of British materials by equally British workmen who have been specializing in their craft for a very long time. Hooper bodies have been in every Olympia exhibition, and there were of course Hooper carriages long before motor cars were invented. To-day on their own stand there are two Rolls-Royce chassis and one 25-h.p. Daimler carrying closed coachwork of one sort or another. Further examples of their coachwork are on the stands of the manufacturers mentioned above and also on the Armstrong Siddeley stand.

Items that call for special mention are Hooper patent telescopic direction indicators which are concealed in the front corners of the roof when not in use and some delightful woodworking in ebony and laurel veneer.

No garish colour schemes will be found on the Hooper bodywork at the show, but everywhere a dignified design of body which may be accepted as modern practice at its best.

(Continued on p. 84)



BENTLEY

An attractive 3½-Litre drop-head coupé having a particularly low overall height. The body is finished in black with green leather upholstery

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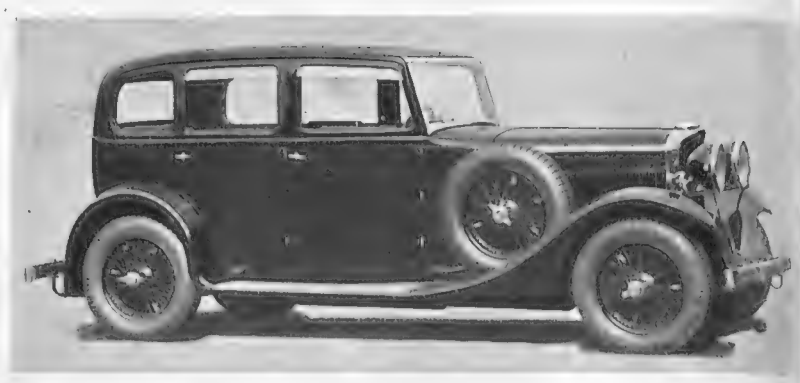

The 75 coach-built saloon fitted with an improved pre-selector gear-box. Six models are displayed on the TALBOT stand and eleven others are to be found in the coachwork section

NOTABLE CARS OF THE SHOW (cont.)

By A. PERCY BRADLEY

TALBOT.—Although the well-known 65, 75, and 95 Talbot models are all retained for 1934, there have been sufficient improvements affecting both the chassis and the bodywork to justify reference to them as new models. Dealing first with the chassis, the pre-selector gear-box which was adopted last year has been considerably improved. The suspension is much better than before and there have been changes in carburation and electrical equipment. The bodywork, which I think everyone will agree has always been definitely handsome and excellently finished, has been the subject of considerable activity on the part of the manufacturers. In addition to their standard types, arrangements have been made with many of the better class coachbuilders to produce a series of special yet standardized bodies, examples of which will be found on various stands in the coachwork section of Olympia.

On the Talbot stand there are six models displayed and eleven other Talbots are to be found in the coachwork section. The Talbot Company's own exhibits comprise two 65 specials, the one a four-light and the other a six-light saloon, both priced at £425 which is modest for all that one gets. The 75 is represented by two cars, a sports saloon at £495 and a coach-built saloon at £545. Another coachbuilt saloon on the 95 chassis will attract a great deal of attention because this particular model at £645 represents the ideal sporting type of luxury car to so many motorists. It is able to put up a wonderful performance on a long run.

But if that model should not satisfy a very exacting person, let him look at the 105, the monarch of the Talbot range, nicely dimensioned so that it can provide a respectable body, but "handy" when it comes to a fast run to Scotland or down to the Riviera. The price of the 105 four-door sports saloon exhibited is £795.

WOLSELEY.—The rapid rise to popularity of the Wolseley Hornet will probably be repeated by the recently introduced Wolseley Nine. This is a 4-cylinder light car with an engine of 1,018 cc., overhead valves operated by an overhead camshaft, a three-bearing crankshaft, and the whole unit mounted on a sub-frame and very heavily insulated. Four forward speeds are provided by the gear-box, synchro-mesh mechanism being employed between third and top, these two ratios being of the silent type. Lockheed brakes and a 12-volt lighting set are provided, and the fuel feed is from an 8-gallon tank at the rear of the car.

One might hazard a guess as to the cost of this and discover with justifiable surprise that it is only £179.

The other Wolseleys on view are representative of the rest of the company's range. The Hornet and the New Hornet, the latter incorporating a free-wheel in addition to all the other modern refinements, are shown as saloons costing £198 10s. and £215 respectively, and there is a particularly attractive occasional-four coupé on the Hornet chassis, costing complete £245. In the larger class there is a 16-h.p. five-seater saloon which sells for £330 and the 21-60 h.p. County, also displayed as a five-seater saloon and priced at £415. All Wolseleys with the exception of the Nine, are 6-cylinder cars.

SINGER.—Singer cars fall roughly into three groups this year. There is a variety of types on the 9-h.p. chassis engined with a 4-cylindered unit of 972 cc. Next come the 6-cylinder types starting with the 1½-litre engine and a sports type of car whether fitted with an open or a closed body. The Fourteen is designed more as a family type of car, but possesses some very definite sporting characteristics where its performance is concerned. Lastly, there is the 2-litre range, again with 6-cylinders and with engines of 1,991 cc. and 2,160 cc., the latter being the largest car made by the Singer Company and better known as the "Silent Six."

Every model is represented at Olympia and five out of the ten cars exhibited are examples of the Nine. An inspection of them will show that their manufacturers have made very great strides during the past two years, and are now able to offer a really comprehensive assortment of good and low-priced cars, definitely modern and certainly imposing. The sports models are very attractive, the four-seater open car or the sports coupé suggesting a road capability that is certainly there in goodly quantity.

The latest model is the Le Mans two-seater, a businesslike job that will have a special appeal to the real sports car motorist. This model costs £215, but all the others I have mentioned are under £200.

The free-wheel Hornet saloon which has a very complete equipment including in-built direction indicators, automatic ignition advance, and a battery master-switch on the WOLSELEY stand

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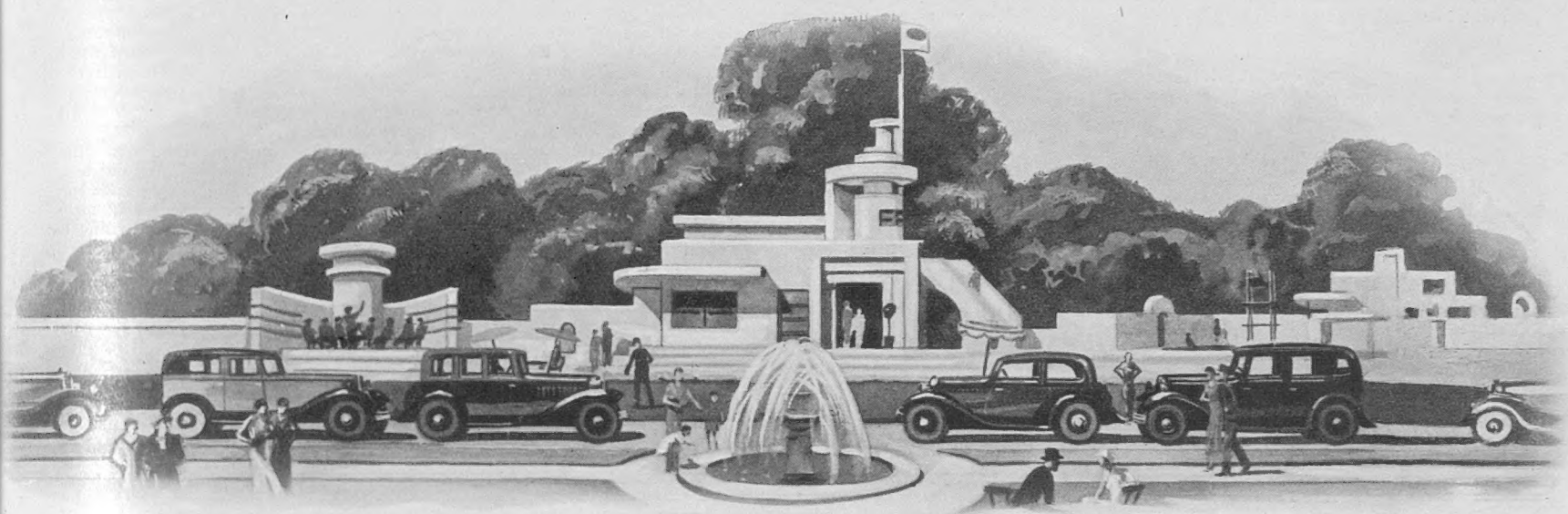

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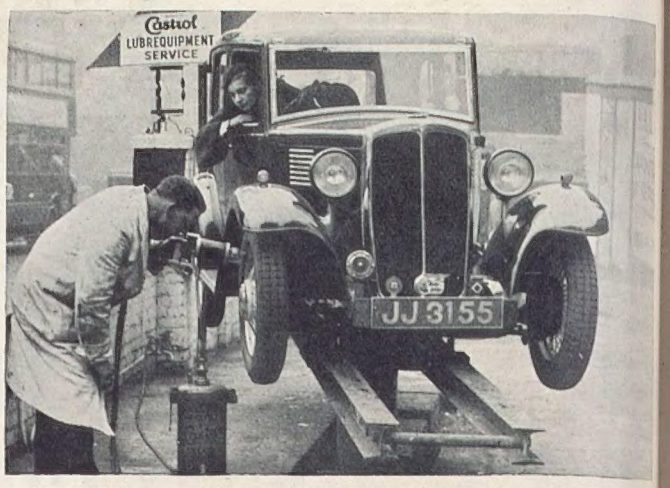
The OTHER THINGS that MATTER: ACCESSORIES

It might be thought by some people that the accepted reliability and increasing simplicity of the modern car rendered the demand for any technical knowledge quite superfluous. It is, however, a known fact that the modern motorist is displaying a much keener interest in what might be termed the "bits and pieces," and knows, or wants to learn, far more of their technical side than was the case a few years ago. Such study as he or she may make is not essential to their motoring, but it undoubtedly enables them to extract more pleasure from it, and is certainly of benefit to the car itself.

People have learned something about the respective values of various petrols and lubricants, the proof of this statement being found in the large numbers of people who are attracted to such Olympia stands as those of Shell Mex and B.P., the Anglo-American Oil Company or C. C. Wakefield and Co., Ltd. These big firms have in turn taken steps to meet the demand, and their exhibits are definitely of greater instructive interest than was the case some years ago. The recently introduced hydrogenated motor oil known as Essolube is being featured on the Anglo stand. Intensive research has enabled lubricating oils to be produced at a reasonable cost, but containing the valuable attributes that the modern car engine demands for a prolonged and trouble-free life. The extent to which this new oil meets the case is amply demonstrated by the company's representatives.

There are two Castrol stands, the one in the Equipment section dealing exclusively with the Castrol Lubrequipment installations which are now found in more than 2,000 garages. This is a service which ensures proper chassis lubrication, special plant not only ensuring that the various friction points are reached by means of a high-pressure gun, but that the correct grade of lubricant is used.

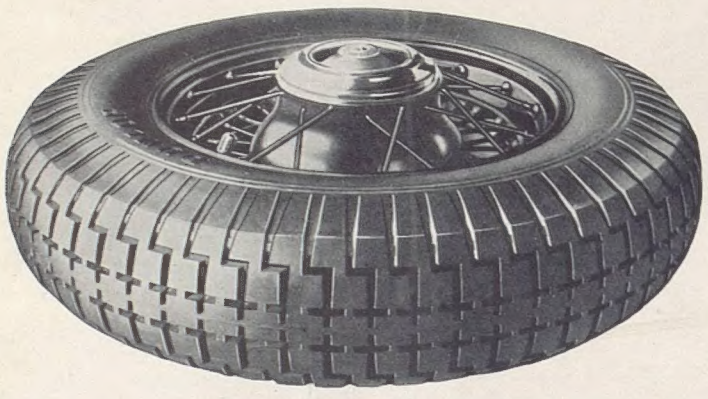
The Castrol stand in the Accessory section is displaying a replica of the Rolls-Royce engine with which Sir Malcolm Campbell secured the world's land speed record early this year at a speed of 272·108 m.p.h. In this connection it is interesting to note that Wakefield oil has been used on every occasion that 200 m.p.h. has been exceeded on land. The engine is unique in that it develops roughly 1 h.p. for every three-quarters of a pound that it weighs, and it has a supercharger that is capable of turning about 25,000 times a minute at full throttle.



LUBRICATION: In addition to their stand in the Grand Hall Gallery, the Wakefield Company have another stand in the Service and Garage Equipment section where they are demonstrating their new Castrol Lubrequipment service. Two thousand four hundred stations have now been opened

I do not think anyone will disagree with me if I claim that the fluid fly-wheel transmission and the pre-selector type of gear-box have been two of the most revolutionary practical developments since the beginning of motoring. When these two systems were pioneered it was obvious that every manufacturer must sooner or later adopt some form of simplified gear mechanism, and within the brief space of three years the unorthodox has become both normal and accepted practice. Because of the important place which these devices have in modern motoring, Shell Mex and B.P., Ltd., have decided to exhibit working examples of both on their stand. The company has given attention to the special requirements of these two types of mechanism, in regard to the lubricant for the pre-selector gear-box, and the fluid through which the power is transmitted in the Daimler fly-wheel. The exhibits have been specially built to enable a large number of visitors to see the principles upon which they operate, and, of course, they will welcome any questions which motorists may like to ask.

The ignition system is another department of the motor car in which the average motorist is taking considerably more interest to-day than he did before. The now general adoption of a coil instead of a magneto has made it necessary for the manufacturers of sparking-plugs to keep pace with developments and, incidentally, to produce a type of plug which permits a manufacturer to adopt this or that modification in his engine design. As an example of this one might mention the small 14 mm. plug which is about half the size of the normal type. The K.L.G. people have specialized in this work and they now have a big range which augments the almost stupendous range that they have found it desirable to market.



DUNLOP COMFORT: An extra low-pressure tyre fitting a new small diameter rim. It is of large section and operates at lower inflation pressures than normal low-pressure tyres

Progress is still very rapid in connection with motor tyres, and visitors to the Show should make a point of learning more about the new extra low-pressure tyre which is exhibited by Dunlops. It has a specially large section and fits on a new small diameter rim. Operating at pressures considerably lower than normal, it is designed primarily to give increased comfort.

A few years ago the extreme degree of silence that the modern luxury car possessed prompted Dunlops to take steps to remove the noise caused by the passage of air between the treads and the road. It might be felt that the pleasant "swish" was the least offensive aspect of motoring, but the fact that the company shortly afterwards announced a new silent tread, and have fitted a tremendous number of them, prove that their enterprise was warranted.

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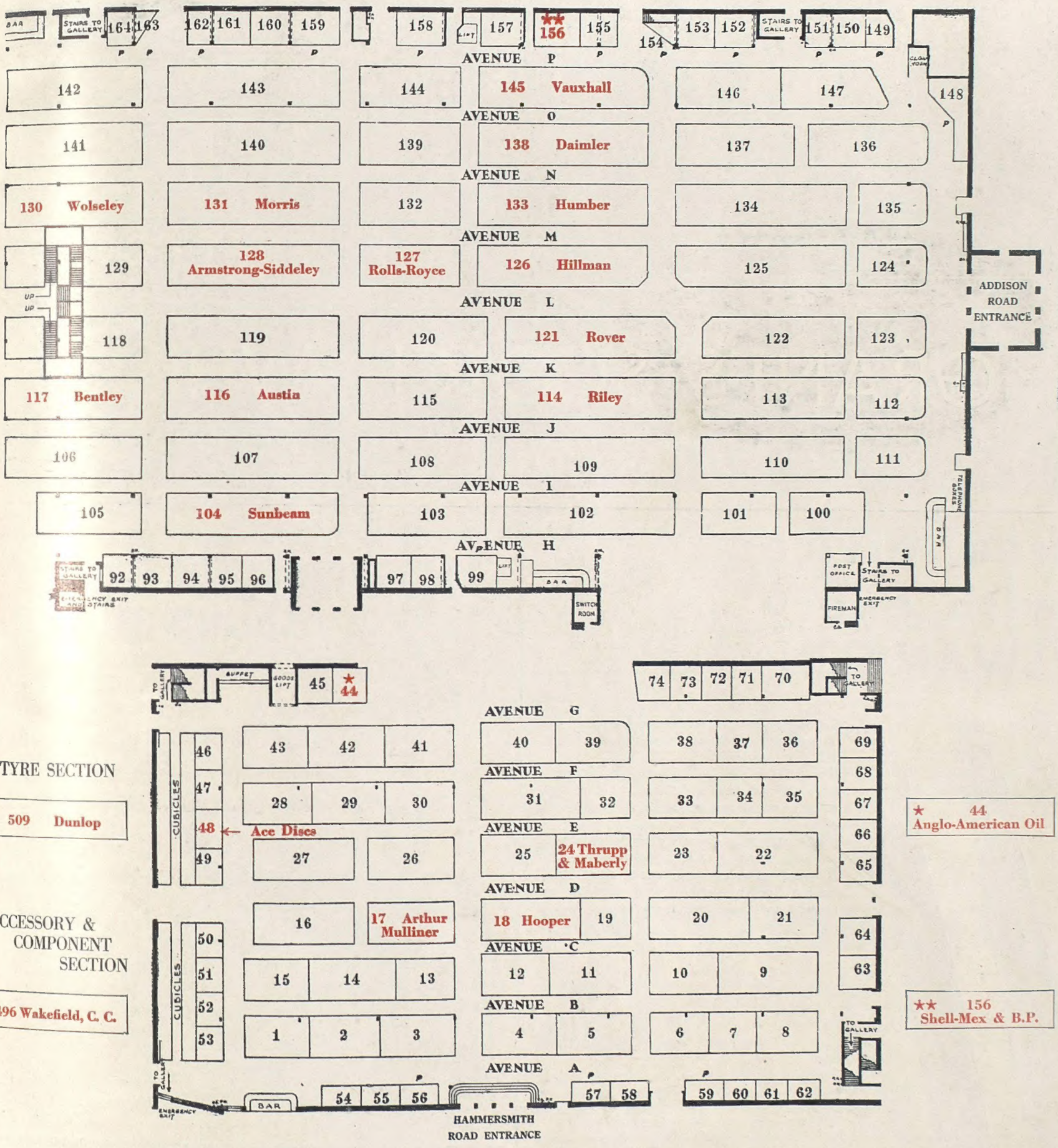
Plan of the Principal Exhibits

MOTOR EXHIBITION, OLYMPIA

October 12th—21st, 1933.



TYRE SECTION

509 Dunlop

ACCESSORY & COMPONENT SECTION

496 Wakefield, C. C.

* 44
Anglo-American Oil

** 156
Shell-Mex & B.P.

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